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OPNAV INSTRUCTION 3770.2J

From: Chief of Naval Operations

Subj: AIRSPACE PROCEDURES AND PLANNING MANUAL

1. Purpose. To issue Department of the Navy (DoN) procedures and delineate responsibilities for airspace planning and administration.
2. Cancellation. OPNAVINST 3770.2H and OPNAV Note 3770
3. Concept. The competition for airspace between the services and with civilian aviation interests mandate the establishment of a focused approach to discharge the responsibilities associated with planning and management of the acquisition and retention of Special Use Airspace (SUA) and airspace for special use. This manual delineates the management approach and provides reporting requirements for the utilization of airspace and Military Training Routes (MTRs). It describes the responsibilities of the DoN representatives (NAVREPs) to the Federal Aviation Administration (FAA), Regional Airspace Coordinators (RACs), Command Airspace Liaison Officers (CALOs), and the USAF Airspace Management Course Technical Liaison.

4. Reports and Forms

a. Reports. The following report symbols are approved for three years only from the date of this directive:

<u>Report symbol</u>	<u>Title</u>	<u>Paragraph</u>
OPNAV 3770 - 1	Report of Command Airspace Liaison Officer Designations	701
OPNAV 3770 - 2	Report of Special Use Airspace Annual Usage	704
OPNAV 3770 - 3	Report of Military Training Route Annual Usage	704
OPNAV 3770 - 4	Regional Airspace Plan	705

b. Forms. FAA Form 7460-1, Notice of Proposed Construction or Alteration, used in evaluating and tracking possible effects of proposed facilities' projects on usage of airspace, is available from Naval Representatives or the FAA.

M. J. McCABE
By direction

Distribution:

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FT1	(Chief of Naval Education and Training)
FT2	(Air Training)
FT6	(Air Station)(CNET)
FT13	(Air Technical Training Center)
FT22	(Fleet Combat Training Center)
FT43	(Surface Warfare Officers School Command)
V3	(Marine Corps Air Bases)
V5	(Marine Corps Air Station)
V12	(Marine Corps Combat Development Command)

OPNAV (N09, N093, N095, N4, N44, N78, N781, N782, N785 , N785F, N789, N789E, N789F, N789J, N3/N5)

TABLE OF CONTENTS

Summary of Changes.....	ii
Chapter 1 – Introduction.....	1-1
100 General	1-1
101 Purpose and Scope.....	1-1
102 Policy.....	1-1
103 Legislation, Executive Orders, Federal Aviation Regulations and Publications	1-1
Chapter 2 – Naval Airspace Planning and Management	2-1
200 General	2-1
201 Naval Airspace Plan/Project Blue Air	2-1
202 Department of the Navy Representative.....	2-1
203 Regional Airspace Coordinator (RAC).....	2-3
204 Command Airspace Liaison Officer (CALO).....	2-4
205 USAF Airspace Management Course Technical Liaison	2-5
Chapter 3 – Rule Making and Non-rule Making Procedures.....	3-1
300 Rule Making Cases.....	3-1
301 Airspace Proposal	3-1
302 Notice of Proposed Rule Making.....	3-1
303 Federal Aviation Administration Records	3-1
304 Public Hearing	3-1
305 Informal Airspace Meeting.....	3-1
306 Aeronautical Study	3-1
307 Disposition of Proposals.....	3-2
308 Non-rule Making Cases	3-2
309 Non-rule Making Airspace Proposal	3-2
310 Exemption.....	3-2
311 Exception For Military Emergencies.....	3-2
312 Waiver of FAR Part 91	3-2
Chapter 4 – Airspace for Military Operations	4-1
400 General	4-1
401 Special Use Airspace	4-1
402 Air Traffic Control Assigned Airspace.....	4-3
403 Airspace for Special Use	4-4
404 Periodic Meetings on Airspace Usage	4-4
Chapter 5 – Military Training Routes.....	5-1
500 General	5-1
501 Policy.....	5-1
502 Categories of Routes.....	5-1
503 Procedure for Military Training Route Establishment/Modification.....	5-1
Chapter 6 – General.....	6-1
600 Military Facilities Affecting Use of Airspace.....	6-1
601 Structures Affecting Use of Airspace	6-2
602 Evaluation of Aeronautical Studies (Aeronautical and Electromagnetic)	6-3
603 Balloons, Kites, and Rockets	6-3
604 Flight Operations and Firings Over the High Seas	6-3
605 Anti-Submarine Warfare Operations.....	6-3
606 Letters of Agreement/Procedure.....	6-3
607 Air Navigation Aids.....	6-4
608 Standard Terminal Instrument Approach, Departure, and Arrival Procedures.....	6-4

TABLE OF CONTENTS

Chapter 7 – Records and Reports	
700 General	7-1
701 Reporting Command Airspace Liaison Officer Designations	7-1
702 Daily Recording of Special Use Airspace, ATC Assigned Airspace, and Military Training Route Usage	7-1
703 Maintaining Special Use Airspace, ATC Assigned Airspace, and Military Training Route Annual Usage Data.....	7-1
704 Reporting Special Use Airspace, ATC Assigned Airspace, and Military Training Route Annual Usage	7-2
705 Reporting Annual Regional Airspace Plan.....	7-2
Appendix A – Germane Publications	A-1
Appendix B- DoN Representatives and Commands Having Airspace and Air Traffic Control Liaison Responsibilities with all Naval Aviation Shore Activities in Region.....	B-1
Appendix C – Format for Special Use Airspace and ATC Assigned Airspace (Stand-Alone) Annual Usage Reports (OPNAV 3770-2)	C-1
Appendix D – Format for Annual Military Training Route Data Record (OPNAV 3770-3).....	D-1
Appendix E – Joint Use Restricted Area Letter of Procedure	E-1
Appendix F – Regional Airspace Coordinator/Assigned Airspace.....	F-1
Appendix G – Format for Regional Airspace Plan (OPNAV 3770-4)	G-1
Appendix H – Explanation of Terms.....	H-1
Appendix I – Department of the Navy Blue Air Airspace Plan.....	I-1

ILLUSTRATIONS

Figure 1 – Airspace Administrative Structure	2-6
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SUMMARY OF CHANGES

This instruction has been completely revised and should be reviewed in its entirety

CHAPTER 1

INTRODUCTION

100. GENERAL

Military and civil organizations have increasing and competing requirements for airspace – a limited resource which is crucially important, especially in the continental United States (U.S.) and the adjacent offshore areas. This competition is caused, in part, by emerging technology and the associated cost benefit to commercial air carriers, unconstrained growth in civil aviation and the expanding foot print of current weapons systems. The Department of the Navy (DoN) must continue to address the management, acquisition and control of airspace resources with a structured, focused approach if we are to retain existing airspace resources and be competitive in acquiring additional resources necessary to assure combat readiness. In addition to addressing policy and organizational issues, this document issues the organizational structure and management policy of DoN special use airspace (SUA), which, when properly implemented will provide commanders and aircrews with the resources essential to the pursuit of flight safety and readiness.

101. PURPOSE AND SCOPE

This manual addresses aeronautical matters of mutual concern to DoN and the Federal Aviation Administration (FAA). It delineates the duties, functions and interrelationships of the Department of the Navy Representatives to the FAA (NAVREPs), Regional Airspace Coordinators (RACs) and Command Airspace Liaison Officers (CALOs). Guidance for Navy and Marine Corps commands and airspace managers is provided along with the methodology and process for developing and updating the Naval Airspace Plan/Project Blue Air. The manual is applicable to all Navy and Marine Corps activities having operational or administrative responsibilities for the use of airspace and navigational aids and to those activities engaged in planning or sponsoring construction projects which would affect navigable airspace.

102. POLICY

- a. The Federal Aviation Act of 1958 as reauthorized by the FAA Reauthorization Act of 1996, charges FAA with ensuring the safe and efficient use of the nation's airspace by military and civil aviation.
- b. The FAA is chartered to provide support for all national defense activities associated with the use of the National Airspace System (NAS), including those having an international implication.
- c. It is Chief of Naval Operations (CNO) policy to integrate naval air operations into the NAS to the maximum extent possible. CNO subscribes to the concept that all operational and training missions be conducted in a controlled environment without unacceptable derogation of mission.
- d. Under the joint-use concept, it is CNO policy to release Special Use Airspace (SUA) to other users whenever the airspace is not required to support naval missions. Using agencies shall ensure that the appropriate controlling agency is advised upon completion or cancellation of flight operations within SUA or when portions or block altitudes within an area may be released.
- e. Joint-use letters of Procedure/Agreement shall be implemented between the controlling and the using agency in regard to SUA. In addition, provisions for preemptive use of warning area airspace by the using agency shall be included.

103. LEGISLATION, EXECUTIVE ORDERS, FEDERAL AVIATION REGULATIONS AND PUBLICATIONS

- a. Public Law 85-726, the Federal Aviation Act of 1958, established the FAA and expanded the responsibilities previously held by the Civil Aeronautics Administration. Under the Secretary of

Transportation, the Administrator heads the FAA. The Administrator is charged with the management of the NAS.

b. In exercising rule-making authority in matters of airspace use and air traffic rules, the Administrator is normally subject to the provisions of the Administrative Procedures Act. This Act requires prior public notice of intent to undertake or implement an action, which may materially affect the public. Thus, a Notice of Proposed Rule Making (NPRM) is published in the Federal Register, which sets forth the proposal and specifies a period of time in which comments or suggestions will be received by the FAA. The proposal may be modified as a result of the comments or suggestions received. If sufficient changes are warranted, the NPRM may be reissued to allow additional public review and comment. Having satisfied the Administrative Procedures Act (Title 5 U.S.C., Section 551-559), the Administrator can proceed to rule making.

c. Federal Aviation Regulations (FARs) and handbooks germane to this manual, which may not be held by all addressees, are as follows:

(1) FAR Part 1. Definitions and Abbreviations - Issues definitions, abbreviations, symbols and rules of construction.

(2) FAR Part 11. General Rule-making Procedures - Prescribes procedures for initiation, administrative processing, issuance and publication of rules, regulations, or orders issued under the authority contained in Section 307 (a) of the Federal Aviation Act of 1958, as amended, hereafter referred to as the Act, and other substantive rules, including those applicable to a class of persons, and those addressed to and served on named persons whenever the Administrator decides to use public rule-making procedures in such a case.

(3) FAR Part 71. Designation of class A, class B, class C, class D, and class E airspace areas; airways, routes; and reporting points.

(4) FAR Part 73. Special Use Airspace - Defines the terms "Using agency", "Controlling agency" and reporting requirements for airspace designated as Restricted Areas, Prohibited Areas and Warning Area airspace established under the guidelines of Special Federal Aviation Regulation (SFAR) number 53.

(5) FAR Part 77. Objects Affecting Navigable Airspace - Sets forth the requirements for notice to the Administrator of certain proposed construction or alteration, establishes standards for determining whether the proposed construction or alteration would be an obstruction to air navigation, provides for aeronautical studies of proposed construction or alteration that would exceed the standards in this part to determine its effect on the safe flight of aircraft and the efficient use of airspace. The FAA makes the determination of whether an obstruction is a hazard after consideration of the effect (s) that the obstruction would have on the airspace. FAR Part 77 provides for public hearings on the effect (s) of obstruction(s) to air navigation and provides for establishing antenna farm areas.

(6) FAR Part 91. General Operating and Flight Rules - Describes general operation and flight rules governing the operation of aircraft (other than moored balloons, kites, unmanned rockets and unmanned free balloons, and ultra light vehicles) in the United States.

(7) FAR Part 95. IFR Altitudes - Prescribes activities governing the operation of aircraft under instrument flight rules (IFR) on federal airways, jet routes, area navigation, low or high routes, or other direct routes for which a Minimum En route Altitude (MEA) is designated. In addition, FAR 95 designates mountainous areas and changeover points.

(8) FAR Part 101. Moored Balloons, Kites, Unmanned Rockets, and Unmanned Free Balloons - Describes operation of moored balloons, kites, unmanned rockets and unmanned free balloons within the National Airspace System (NAS).

(9) FAR Part 103. Ultra-light Vehicles - Prescribes rules governing the operation of ultra light vehicles in the United States.

(10) FAR Part 157. Notice of Construction, Alteration, Activation, and Deactivation of Airports - Describes the process for notifying the Administrator of any proposal to establish, reactivate, alter, or deactivate an airport for civil or joint civil/military use.

(11) FAA Handbook 7110.65 – Air Traffic Control (ATC). Prescribes ATC procedures and phraseology for use by personnel providing en route and terminal ATC services.

(12) FAA Handbook 7210.3 – Facilities Management. Governs operation and administration of FAA Facilities (not applicable to the military).

(13) FAA Handbook 7400.2 – Procedures for Handling Airspace Matters. Prescribes criteria and procedures for handling airspace matters.

(14) FAA Handbook 7610.4 – Special Military Operations. Prescribes procedures for special military flights and operations.(DoN utilization and application directed via OPNAVINST 3722.33)

(15) FAA Order 8020.11 – Aircraft Accident and Incident Notification, Investigation and Reporting. Prescribes procedures for processing aircraft accidents and incidents.

d. Executive Orders

(1) Executive Order 10854 – (Extension of the Application of the Federal Aviation Act of 1958). Extends the application of the Act to those areas of land and water, and the overlying airspace, in which the United States, under international treaty, agreement, or other lawful arrangement, has appropriate jurisdiction or control provided that the Secretary of Transportation, prior to taking any action under this authority, shall first consult with the Secretary of State on matters affecting foreign relations and with the Secretary of Defense on matters affecting national defense.

(2) Executive Order 11161 – (Relating to the Certain Relationships between the Department of Defense and the Federal Aviation Administration). Indicates that FAA will function as an adjunct of DoD if it appears that the defense of the United States would require the transfer of certain FAA functions to the DoD in the event of war. The Secretary of Defense and the Administrator of the FAA have been directed to prepare and develop plans, procedures, policies, programs and courses of action in anticipation of the transfer of functions of the FAA to the DoD in the event of war.

CHAPTER 2

NAVAL AIRSPACE PLANNING AND MANAGEMENT

200. GENERAL

This chapter outlines SUA planning and management within DoN. Specific attention is placed on the Naval Airspace Plan/Project Blue Air, the Naval Representatives to the FAA (NAVREP's), the Regional Airspace Coordinators (RAC's), Command Airspace Liaison Officers (CALO's), and the USAF Airspace Management Course Technical Liaison.

201. NAVAL AIRSPACE PLAN/PROJECT BLUE AIR

The Naval Airspace Plan as depicted by Project Blue Air, an analysis of Navy/Marine Corps airspace utilization and requirements, defines and prioritizes Navy and Marine Corps SUA current and projected requirements.. The Naval Airspace Plan/Project Blue Air is the central basis for documentation and justification of all SUA within the DoN. This allows for a focused and coordinated approach by the DoN in optimizing the use of current airspace resources and competing aggressively for the retention and expansion of airspace resources in the future. This document is produced, in part, by data provided by DoN regional airspace plans. The contents of this document will be the foundation input by the DoN into the Department of Defense (DoD) Airspace Master Plan. The Airspace Plan specifically addresses:

- a. Documentation and justification of current SUA.
- b. Identification, validation, and prioritization of projected SUA requirements.
- c. Current or projected encroachment of SUA that impacts DoN operations and training.
- d. Significant environmental issues that impact current or projected SUA.
- e. Manning and equipment requirements necessary to support management of airspace assets.
- f. Current and projected non - DoN SUA issues that impact DoN SUA assets (e.g., FAA Capital Investment Plan, Transition from ground to space based dependence for Surveillance, Communications and Navigation, Free Flight, Open Skies, etc.)

202. DEPARTMENT OF THE NAVY REPRESENTATIVE

a. Purpose and Authority. CNO and Commandant, Marine Corps (CMC) maintain NAVREP offices at FAA Headquarters in Washington, D.C., and at four of the FAA Regional Headquarters. The NAVREPs at FAA Headquarters provide policy interpretation on national issues. Regional NAVREPs provide liaison between the FAA and DoN activities within the regions they represent. Also, NAVREPs provide direct DoN policy integration during airspace negotiations at the regional level. NAVREP authority is derived from CNO by this document, with policy guidance and supervision directed from CNO (N78). NAVREP/FAA offices and regional areas of responsibility are depicted in Appendix B.

b. NAVREP, FAA Headquarters, Washington, D.C.. The FAA and DoN mutually agreed to establish liaison positions following the Federal Aviation Act of 1958. This agreement was implemented by a Memorandum of Agreement (MoA) in May 1977. The Navy and Marine Corps representatives to FAA Headquarters serve as members of the Staff of the Associate Administrator for Air Traffic (AAT-1). They receive guidance from CNO (N78) and CMC (APC). The tasking for the NAVREPs assigned to FAA Headquarters include:

(1) Advise CNO/CMC on airspace matters. Serve as either the Navy/Marine Corps member or technical advisor to the sponsoring service member of the Special Use Airspace Sub-Committee, DoD Policy Board on Federal Aviation (PBFA).

(2) Advise the Administrator, FAA through AAT-1, of DoN plans and programs with the potential to impact the FAA.

(3) Coordinate DoN airspace issues with representatives from the other services on DoD-wide airspace issues.

(4) Interface with the regional NAVREPs and the RACs to provide DoN policy guidance and interpretation on airspace issues.

c. NAVREP, FAA Regional Headquarters Responsibility. Regional NAVREPs are established at four FAA Regional Headquarters. Regional NAVREPs provide liaison between FAA and DoN activities within their area of jurisdiction. NAVREPs facilitate regional DoN/FAA communications and ensure regional DoN airspace matters are in concert with national DoN policy. The term NAVREP includes Navy and Marine Corps officers and enlisted personnel assigned to these billets. Billets are assigned by CNO/CMC under the direct operational control of CNO (N78). NAVREPs are exempted from collateral duties to the activity to which they report for administrative support. NAVREPs are not assigned to investigate such matters as sonic booms or jet noise complaints, adjudicate final flight violation reports, secure waivers of noncompliance with FARs, or develop local instrument approach procedures. Such matters, although related to airspace, are the responsibility of the individual command, CALO, or RAC as appropriate. NAVREP involvement in these matters is limited to technical guidance and procedural assistance.

Regional NAVREPs and associated administrative support activities:

<u>FAA Region</u>	<u>NAVREP</u>	<u>Administrative Support</u>
Eastern/New England	NAVREP – EA/NE	NS Newport
South	NAVREP – SO	NAS Atlanta (Navy) 6 th USMC District (USMC)
Southwest/Central/Great Lakes	NAVREP – SW/CE/GL	NAS JRB Ft. Worth
Western Pacific/Northwest Mountain Alaska	NAVREP – WP/NW/AL	NAS Pt. Mugu (Navy) MCAS Miramar (USMC)

(1) Duties. Regional NAVREP duties include:

(a) Provide liaison between RACs and FAA Regional Headquarters. Regional NAVREPs facilitate RAC/FAA regional interface and provide direct CNO airspace policy guidance.

(b) Coordinate regional inter-service airspace issues.

(c) Provide technical advice to RACs and other DoN activities located within their area of jurisdiction on airspace matters proposed or contemplated by the FAA which could impact DoN interest. Monitor national and regional plans and programs of sister services, the FAA and the DoN to assure coordination is affected with all interested parties. Review regional airspace related proposals for compliance with applicable regulatory publications, and forward FAA generated aeronautical studies that impact DoN operations to cognizant activities for review and comment.

(d) Review the Federal Register for publication of airspace dockets that affect DoN use of

airspace. Information affecting regional DoN activities will be forwarded to the appropriate command/CALO/RAC for comment. DoN comments and/or positions on airspace proposals will be forwarded by the NAVREP to the appropriate FAA region (Copy to N785F). In the event of proposals requesting direct comment to FAA Headquarters Washington, a coordinated DoN position will be prepared by the cognizant NAVREP and forwarded to CNO (N785F) at least 30 working days prior to the published closing date for comment.

(e) Coordinate, consolidate, and forward regional DoN comments to CNO (N785F) with regard to FAA proposals that require processing under the provisions of Executive Order 10854. Comments are appropriate only with respect to the international airspace aspects of a proposal. Issues concerning domestic airspace will be addressed if a proposal is published as a Notice of Proposed Rule Making (NPRM). DoN positions regarding such proposals will be formulated by CNO (N785F). The DoD will make the final determination as to whether the proposal is consistent with the requirements of national defense.

(f) Report to CNO (N785F) all operational errors, aircraft mishaps including near/actual midair collisions, and any other aviation related matters, which could be of national interest.

(g) Provide quarterly reports on significant issues and areas of concern to CNO (N785F) with copies to the cognizant Type Commanders (TYCOMs), RAC and support activities.

(h) Collect, review, consolidate, validate, and provide feedback to the RAC, as required, to regional airspace plans, using RAC input, in compliance with the outline provided in Appendix G. Forward to CNO (N785F), with a copy to appropriate TYCOMs, not later than 31 March.

(i) Forward annual MOA/Restricted Area and MTR utilization reports to FAA Regional Headquarters.

(j) Ensure compliance with environmental provisions of DOT/DoD Memorandum of Understanding (MOU(s)) where appropriate.

(k) Coordinate with appropriate Naval Facilities (NAVFAC) Engineering Division (EFD) concerning content of airspace related environmental documentation (i.e. CAT-EX, EA, EIS, FONSI, ROD, etc)

(l) Attend public meetings/hearings associated with DoN airspace related actions.

(m) Conduct preliminary investigation and command and CNO (N785F) notification of alleged FAR violations.

(2) NAVREPs visiting commands on official business, either with the command or with another agency in the area, shall be accorded the maximum assistance possible in the performance of their duties. Such assistance may take the form of, but is not limited to, clerical services, local and long distance telephone services, internet services, vehicular transportation, and provisions for billeting.

203. REGIONAL AIRSPACE COORDINATOR (RAC)

a. Responsibility. RACs serve as the DoN focal point and central clearinghouse for all SUA matters that pertain to any DoN airspace related activity within their regional area of responsibility. This does not preclude direct liaison by DoN Air Traffic Control (ATC) facilities with local FAA facilities on local, routine airspace operations such as terminal control procedures. However, all airspace issues that impact SUA/MTR or other DoD SUA/MTR activities shall be coordinated through the cognizant RAC. The RAC will be responsible for coordination of airspace actions within the cognizant TYCOM.

b. Designation. RACs and geographical areas of responsibility assigned to their cognizance are listed in Appendix B.

c. Duties. RAC duties include:

(1) Monitor DoN SUA within their geographic area of cognizance. Scheduling priorities are determined by Commander in Chief (CINC) directive or priorities coordinated between the services as a part of the concept of operations for the Military Airspace Management System (MAMS) or related system. Scheduling and/or control of specific airspace, such as priorities associated with a training range, may be delegated to local user activities.

(2) Maintain usage records of SUA within their area of cognizance via copies of annual reports provided by commands/CALOs.

(3) Serve as coordinator for all DoN SUA/MTR issues within the purview of the RAC region. In this capacity, the RAC serves as the regional spokesperson in liaison with non-DoN activities. To ensure coordination with DoN-wide airspace policy, liaison with the FAA at the regional headquarters through the NAVREP. The RAC will monitor all inter-service and FAA letters of agreement (LOAs) that involve DoN SUA issues within the RAC region.

(4) Provide direct liaison to other regional military activities, RACs, and the cognizant NAVREP for joint airspace issues.

(5) Monitor regional airspace encroachment concerns. Maintain an awareness of national issues, including legislation which could impact current and planned airspace related initiatives. Provide liaison in coordination with the NAVREP/sister services and other supporting activities to local community/state agencies involved in airspace issues. Environmental impact issues will be coordinated by the RAC with the appropriate Naval Facilities (NAVFAC) Engineering Field Division (EFD) and appropriate NAVREP.

(6) Collect, review, and consolidate all regional airspace requirements for submission to higher authority. Include all proposals to add, modify, or delete SUA within purview. A consolidated and prioritized annual submission of all emerging requirements for airspace will be submitted via the regional airspace plan outlined in Appendix G. Submit to the appropriate NAVREP annually not later than 28 February.

(7) Monitor and coordinate Open Skies Treaty compliance as required.

(8) Areas of responsibility for the RACs are depicted in Appendix F.

204. COMMAND AIRSPACE LIAISON OFFICER (CALO)

a. Responsibilities. CALOs are appointed to represent the interests of their individual commands and assigned flying activities on SUA, ATC and other airspace issues. CALOs are the command's resident authority on airspace matters. They maintain direct liaison with the responsible RAC and NAVREP to ensure coordination of DON airspace policy with their local airspace issues. They ensure copies of all pertinent command correspondence are forwarded to the cognizant RAC for information and/or review.

b. Designation. Commands listed in Appendix B other than RAC's and NAVREPs shall designate a CALO in writing. The CALO will normally be the ATC facility officer. Other commands may designate a CALO if involved in SUA, ATC, or other airspace matters. A copy of the CALO designation letter shall be provided to the appropriate NAVREP, RAC, and TYCOM.

d. Duties. Specific duties of CALOs include:

(1) Provide direct liaison to the appropriate RAC and NAVREP on airspace initiatives envisioned or initiated by the command they represent.

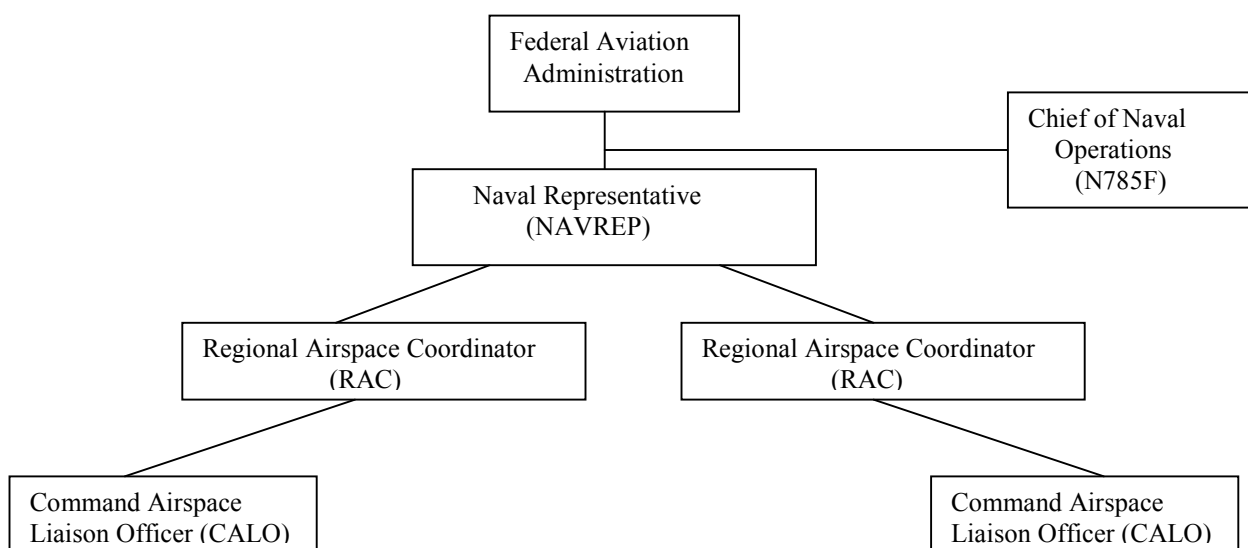
- (2) Document and maintain usage data of all SUA controlled or scheduled by the command(s) they represent. Submit annual usage of MOA/Restricted Area and MTR usage data to the RAC as appropriate.
- (3) Review all FAA-generated aeronautical studies, obstacle evaluations, or proposed landing zone evaluations to determine the impact on the command's facilities, airspace, or mission capabilities.
- (4) Initiate SUA or MTR proposals/modifications to the RAC for consolidation. Include permanent changes due to changing operational requirements and temporary SUA modifications for exercises.
- (5) Coordinate the command's airspace issues with other organizations within the command, i.e., public affairs, environmental, legal, etc.
- (6) Represent the RAC or NAVREP at local coordination meetings with non-DoN activities when requested.

205. USAF AIRSPACE MANAGEMENT COURSE TECHNICAL LIAISON

- a. Purpose. A Navy air traffic control specialist (E-7 or above) with an extensive background in airspace-related issues, shall be assigned to the United States Air Force (USAF) Airspace Management Training Function (AMTRF), Keesler AFB, Biloxi, MS, to serve as the naval technical liaison. This individual shall provide information concerning naval air traffic control and airspace initiatives and assist the AMTRF in performing their airspace management education and assistance duties.
- b. Duties and Responsibilities. Duties include but are not limited to:
 - (1) Provide direct technical liaison between CNO (N785F) and Airspace Management Course (AMC) on policy and procedures.
 - (2) Provide input to AMC concerning Plans of Instruction (POI) and courseware development.
 - (3) Augment AMC USAF personnel performing instructor duties in both resident and mobile airspace management courses and maintain USN instructor qualification requirements.
 - (4) Assist USN air traffic control and operational flying units on technical airspace management questions/problems by researching appropriate documents.
 - (5) Serve as focal point for naval units submitting recommendations on curriculum development.
 - (6) When expressly authorized, serve as technical liaison between CNO (N785F) and the AMC officer-in-charge on DoN policy.
 - (7) Attend airspace management conferences in response to invitations, on a not-to-interfere with normal duties basis, as directed by CNO (N785F). Funding to support this liaison function shall be provided by the Naval Representative assigned to the FAA Southern Regional Office (NAVREPSO).
 - (8) Provide quarterly situation reports to CNO (N785F) via NAVREPSO.
- c. Support. The billet of Technical Liaison to the USAF Airspace Management Course is under the direct operational control of CNO (N785) and is administratively assigned to the Naval Technical Training Unit (NTTU), Keesler AFB. The reporting senior for evaluation purposes is CNO (N785).

Figure 1

Airspace Administrative Structure



CHAPTER 3

RULE MAKING AND NON-RULE MAKING PROCEDURES

300. RULE MAKING CASES

Rule making cases are those requiring rules, regulations and orders relating to the use or assignment of navigable airspace. Cases include the designation, alteration, or revocation of federal airways, control areas, terminal control areas, jet routes, and restricted areas, as well as FARs and other matters not specifically within the purview of this manual.

301. AIRSPACE PROPOSAL

The first formal document in the rule making process is the proposal or written request for airspace action submitted by any person or agency. The FAA reviews the proposal and issues a notice of proposed rule making or letter of rejection.

302. NOTICE OF PROPOSED RULE MAKING

The Notice of Proposed Rule Making (NPRM) is a public notice by the FAA that it is considering the adoption of a rule, regulation, or order relating to the designation, alteration, or revocation of airspace. It initiates procedures by which the interested persons or agencies may participate in the rule making process by presenting views and facts concerning the proposed action. The notice contains enough information so that the other persons or agencies may know the airspace problem under consideration with the proposed solution. It also advises interested persons and agencies how and where views may be stated. The notice is required by law to be published in the Federal Register. Accordingly, all persons are presumed to have been notified. Normally, 45 days are allowed for the submission of written data, views, comments or arguments to the FAA.

303. FEDERAL AVIATION ADMINISTRATION RECORDS

The official FAA records pertaining to a particular case are assembled in a docket, which is assigned an identifying number. The dockets are maintained by the FAA and are available to the public.

304. PUBLIC HEARING

In controversial cases, the FAA may determine that a public hearing is desirable. The FAA will announce the time and place for a hearing in the Federal Register. This may occur before or after the NPRM is issued. Interested persons and agencies have a choice of submitting their views in writing, appearing in person at the hearing, or both. A verbatim record is kept at a hearing. FAA Handbook 7400.2, Procedures for Handling Airspace Matters, contains details.

305. INFORMAL AIRSPACE MEETING

An informal airspace meeting is the most commonly used forum for hearing opposing views preliminary to reaching a decision on FAA matters of a controversial nature. The proceedings are less formal than a hearing and a verbatim record is optional.

306. AERONAUTICAL STUDY

a. Aeronautical studies are most commonly conducted when a non-rule making proposal is made for construction of objects affecting navigable airspace. FAR 77, Subpart D, contains details regarding aeronautical studies. Aeronautical studies are also conducted when the FAA reviews non-rule making proposals for warning areas and military operations areas (MOAs).

b. Petitions to the FAA Administrator for review, extension, or revision of determinations issued by FAA regional officials shall be submitted to CNO (N785F) via the cognizant NAVREP. Guidance for preparation of petitions is contained in FAR Part 77, for objects affecting navigable airspace, in FAR Part 11 for other rule, non-rule proposals, and exemption requests.

c. Petitions to the FAA Administrator for reconsideration of an FAA Headquarters administrative denial, returned via a regional office/NAVREP, shall be submitted to CNO (N785F) via the chain of command, with a copy to the cognizant NAVREP. Guidance for preparation is the same as Paragraph 306b.

307. DISPOSITION OF PROPOSALS

After the closing date for submission of comments, or after a hearing, the FAA will issue a rule, regulation, or order that will be published in the Federal Register and other appropriate publications so the proponent and public will be informed. Conversely, the FAA may issue a notice of denial that will be forwarded to the person or agency making the proposal.

308. NON-RULE MAKING CLASS

Non-rule making cases are those in which the FAA has authority to take final action, but normally does not issue a rule, regulation, or order. These cases do not involve the specific assignment of airspace but do include matters pertaining to the following:

a. Warning Areas, Controlled Firing Areas (CFAs), MOAs, Alert Areas, or other areas within which the activities to be conducted warrant public notification.

b. Establishment, relocation, modification or discontinuance of navigational aids.

c. Proposed construction or alteration of ground structures for which public notice was given in accordance with FAR Part 77.

309. NON-RULE MAKING AIRSPACE PROPOSAL

The first formal document in the non-rule making process is the proposal or written request for airspace action submitted by any person or agency. The FAA reviews the proposal and issues the results of an aeronautical study identified by a docket number or a letter of rejection.

310. EXEMPTION

The Administrator may grant exemption from the requirements of any rule or regulation prescribed under Title III if he/she finds that such action would be in the public interest. Exemptions permitting deviation from the FARs by naval aircraft are issued to CNO by the Administrator.

311. EXCEPTION FOR MILITARY EMERGENCIES

When it is essential to the defense of the United States because of a military emergency or urgent military necessity and when appropriate military authority so determines and prior notice is given to the Administrator such military authority may authorize deviation by military aircraft of the national defense forces of the United States from air traffic control rules issued under Title III. Such prior notice shall be given to the Administrator at the earliest time practicable. To the extent time and circumstances permit, every reasonable effort shall be made to consult fully with the Administrator and to arrange in advance for required deviation from the rules on a mutually acceptable basis (Section 307(f), of the Act).

312. WAIVER OF FAR PART 91

FAA Order 7711.1 prescribes standards, procedures and guidelines for the issuance or denial of waivers of flight rules governing the operation of aircraft within the U.S. (Subpart B to FAR Part 91). It also

prescribes standards, procedures and guidelines applicable to aerial demonstrations of an acrobatics nature. A certificate of waiver or authorization (FAA Form 7711-1) constitutes a waiver of only those regulations to the degree stated and for the period of time specified in the certificate. It does not constitute a waiver of any state law or local ordinance. A waiver may be canceled at any time by the Administrator, by those persons authorized to issue such a waiver, or by the representative designated to monitor the operation.

CHAPTER 4

AIRSPACE FOR MILITARY OPERATIONS

400. GENERAL

a. The following discussion outlines procedures for planning and requesting airspace for military operations. All requests for airspace, or a DoN position with respect to FAA proposals involving airspace, must be developed within commands by firm, factual, substantial information and realistic comments that are self-supporting. Written requests for airspace based solely on planning directives are not acceptable. Direct contact should be made with the appropriate NAVREP for airspace requirements not covered in this manual or for additional information and guidance.

b. The FAA recognizes that the military has a continuing requirement to conduct certain training activities within airspace as free from other aircraft as practicable. In order to satisfy military airspace requirements, the FAA developed three categories of airspace areas for military operations. They are SUA, Air Traffic Control Assigned Airspace (ATCAA), and Airspace for Special Use. Paragraphs 401-404 address these airspace areas and periodic meetings between the DoN and FAA on requirements and procedures.

401. SPECIAL USE AIRSPACE

a. Classifications. Classifications of SUA:

(1) Rule Making Actions

(a) Restricted Area – Designated airspace within which the flight of aircraft, while not wholly prohibited is subject to restrictions. Designated when determined necessary to confine or segregate activities considered to be hazardous to non-participating aircraft.

(b) Prohibited Area – Designated airspace within which the flight of aircraft is prohibited in the interest of national security and welfare.

(2) Non-rule Making Actions:

(a) Warning Area – Airspace which may contain hazards to non-participating aircraft in international airspace.

(b) Military Operations Area – Established to contain certain non-hazardous military training activities such as air combat maneuvers, air intercepts, acrobatics, etc., in airspace as free as practicable from non-participating aircraft.

(c) Controlled Firing Area – Airspace wherein activities are conducted under conditions so controlled as to eliminate hazards to non-participating aircraft and to ensure the safety of persons and property on the ground.

(d) Alert Area – Airspace which may contain a high volume of pilot training activity or an unusual type of aerial activity, which is not hazardous to aircraft.

b. Chart Depiction. With the exception of controlled firing areas, SUA is depicted on aeronautical charts.

c. Joint-Use Policy. The policy of CNO/FAA is that SUA should be available for use by all civil and military aviation when not required to contain the activity for which it is designated. Therefore, unless it is

impractical because of the area's small size, location or high degree of usage, SUA should be designated for joint use.

d. Use by Other Agencies. To further ensure the maximum usage of SUA, using agencies shall make available such airspace for the conduct of operations or training by other agencies on a shared-use basis, provided such operations or training can be safely contained within the airspace and will not derogate the mission of the using agency. If it is impractical for the using agency to determine the specific time an area will be required, it is permissible to designate the part-time use of the area by Notice to Airmen (NOTAM) if the following prerequisites are met:

(1) Adequate justification is presented to warrant the designation. A statement to the effect that unforeseen short range requirements may arise is not considered adequate justification. A positive indication must exist that the area will be required for use during certain periods of time, which at the time of request, cannot be specifically determined, and therefore dictates a designation which will provide the necessary flexibility.

(2) The designation is to be applicable to an entire area and not only to a portion. (When it has been determined that the time of use of one portion of an area varies significantly from that of the remainder, action should be taken to have the dissimilar portion redesignated as a separate area.)

(3) The using agency agrees to the required issuance of appropriate NOTAMs at least 24 hours in advance of the area's activation.

e. Procedures for Designation, Alteration, or Revocation

(1) After approval by the operational chain of command (TYCOM), requests for designation, establishment, alteration, or revocation of SUA must be submitted to the appropriate FAA regional headquarters via the cognizant NAVREP in accordance with FAA Handbook 7400.2 prior to the required date. Justification for all requests must be fully substantiated and documented. FAA Handbook 7400.2, Part 5, contains the policy, procedures, and criteria for the designation, alteration and revocation of SUA.

(2) Warning Areas are normally established at the request of the military services and must not appear to assert a unilateral right to exercise control over international airspace. Establishment of temporary zones for use as warning areas, in the airspace above the high seas, is legal. Action performed in the airspace so designated must be limited to that which is considered reasonable by the community of nations. Accordingly, airspace managers should establish the time of use by NOTAMs or a special time of use other than continuous.

(3) Restricted area airspace criteria to be applied to target and range requirements can be found in NAVFAC P-80, Facility Planning Factors for Naval Shore Activities.

(4) Airspace Requirements. The volume of airspace to be included in any specific area of SUA and the time during which it is to be assigned, shall be the absolute minimum required to contain the proposed user activities including safety zones. When an aircraft activity conducted in SUA could affect the safety of persons or property on the surface, provisions shall be made for their protection.

(5) Vertical Dimensions. A ceiling and floor shall be established to vertically contain the activities taking place therein. Below 18,000 feet MSL, the ceiling and floor shall be expressed to the nearest 100 feet. Above 18,000 feet MSL, said limits shall be expressed to the nearest 500 feet, or if appropriate, an equivalent flight level. The ceiling and floor shall be established at those levels absolutely necessary to contain the particular activity for which the area is assigned.

(6) Horizontal Dimensions. The boundaries of an area of SUA shall normally encompass only that airspace which is absolutely required by the using agency. In locations where it is difficult to establish boundaries easily discernible from the air, the airspace may be expanded to allow the boundary to be located along some prominent terrain feature or other reference.

(7) Time Period. Areas shall be assigned only for the minimum period of time necessary to meet the requirements of the using agency. They may be assigned continuously, for full days, or portions of days.

(8) Environmental Assessment/Impact Statement. The National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4332) and Council on Environmental Quality (CEQ) Regulations (40 CFR 1500-1508) require federal agencies to build into the main stream, consideration of environmental factors at the inception and development of plans, programs, and actions. OPNAVINST 5090.1B (NOTAL) is based on the NEPA. Proposals for SUA establishment, with a floor of less than 3,000 feet AGL or supersonic flight anticipated at any altitude, must comply with OPNAVINST 5090.1B (NOTAL) and MCO P5090.2A (NOTAL) in regard to certification/documentation, of environmental effect. In most cases, an environmental assessment will be required. CNO/Office of the Chief of Naval Operations (OPNAV) Special Advisor for AICUZ/Environment (N441E) may be contacted for recommendations on documentation requirements. To ensure agency cooperation early in the NEPA process, the Navy shall serve as the lead agency for preparation of environmental documents for its proposed airspace actions. FAA will act as a cooperating agency in the environmental process. FAA will be responsible for the accuracy and completeness of those portions of the environmental documents that involve actions by the FAA to regulate the operation of non-participating aircraft outside of the proposed SUA. Include with certification/documentation, the name, address, and commercial telephone number of a point-of-contact for questions pertaining to the environmental study.

(9) Noise Sensitive Areas. Noise sensitive areas (e.g.; wilderness areas, wildlife refuges) shall be avoided to the maximum extent possible; this applies for altitudes less than 3,000 feet AGL, except in compliance with an approved:

- (a) Traffic or approach pattern,
- (b) VR or IR route, or
- (c) SUA

Noise sensitive areas shall be avoided in the development of IR or VR routes and additional SUA unless the 3,000 feet criteria can be observed. OPNAVINST 3710.7R (NOTAL) contains guidance.

402. AIR TRAFFIC CONTROL ASSIGNED AIRSPACE

a. Policy

(1) Air Traffic Control Assigned Airspace (ATCAA) of defined vertical/lateral limits should be established by ATC for the purpose of separating military training activities from other IFR traffic. ATCAA is designed and established in controlled airspace normally above 18,000 feet Mean Sea Level (MSL) to accommodate daily training missions and planned exercises.

(2) Procedures governing operations within these areas shall be specified in letters of agreement between local military commands and the cognizant ATC facility. This airspace shall be identified by the use of a nickname, i.e., Tar Heel, rather than by terms such as "Special Operating Area," "Intercept Training Area," "Air Combat Maneuvering Areas," etc. Coordination shall be effected between adjacent ATC facilities to avoid use of similar sounding nicknames.

b. Airspace Requirements. Requests for the establishment of ATC-assigned airspace to accommodate military activities shall be submitted in writing to the appropriate ATC facility as far in advance as possible and in accordance with the following guidelines:

(1) The proposed airspace should be no more than absolutely necessary to satisfy the training requirement.

- (2) The proposed airspace should create a minimum impact on other ATC operations.
- (3) To the maximum extent possible, areas should be situated over the land mass, within radar surveillance, and located within 100 nautical miles of flight origin.
- (4) Alternate proposals made by ATC should be carefully considered in light of the overall traffic problem. (Conversely, ATC shall give full consideration to the military training requirement and should take action to revoke, realign, or otherwise adjust airways if necessary.) After every possibility has been explored, and airspace cannot be established, the proponent of the request shall be so informed in writing. If the request for an ATCAA is denied, the Navy command involved may request the NAVREP to obtain further consideration from the FAA Regional Air Traffic Division.
- (5) Conflicts resulting from two or more military units requesting establishment of the same airspace shall be referred to the appropriate regional military representative for resolution.
- (6) Where possible, provisions shall be made for joint-use scheduling of ATC-assigned airspace.
- (7) The command shall coordinate with the NAVREP when assigned airspace is no longer required, prior to any disestablishment of the airspace.

403. AIRSPACE FOR SPECIAL USE

Airspace for Special Use was developed to satisfy airspace requirements for point-to-point flight at airspeeds that reflect military training demands in excess of speeds authorized in FAR Part 91.117. Airspace for Special Use is employed specifically as Military Training Routes for visual flight rule (VFR) and instrument flight rule (IFR) training. DoN policy and procedures for Military Training Routes are further detailed in Chapter 5.

404. PERIODIC MEETINGS ON AIRSPACE USAGE

Meetings between FAA and military personnel shall be convened periodically at both regional and facility levels to ensure:

- a. Recognition of changing military requirements.
- b. Development of new procedures to improve efficiency and effectiveness of the present system.
- c. Understanding of requirements by both FAA and DoN are clear and concise.

CHAPTER 5

MILITARY TRAINING ROUTES

500. GENERAL

This chapter describes policy and criteria for published Military Training Routes (MTRs) which are required for point-to-point training flights conducted in excess of 250 knots in areas where the 250 knot speed rule (FAR Part 91.117) is applicable. The FAA has authorized the DoD to operate aircraft at speeds in excess of that specified in FAR Part 91.117 under certain conditions. Included among the conditions are operations on published MTRs.

501. POLICY

It is FAA and DoD policy that high speed, low altitude (below 10,000 feet in excess of 250 knots) enroute operations shall be conducted only on those routes established in accordance with a DoD/FAA mutually developed criteria and published in a chart format which is to be made available to the general public to assist pilots in their preflight/enroute planning. DoN shall comply with FAA Handbook 7610.4 (OPNAVINST 3722.33C (NOTAL)) "Special Military Operations" and/or DoD Flight Information Publication (FLIP) Section AP/1B, "Military Training Routes" when conducting operations on MTRs.

502. CATEGORIES OF ROUTES

The MTR system consists of two route categories:

- a. IFR Military Training Route (IR). A route of defined vertical and lateral dimensions for which ATC clearance is issued and IFR separation from other IFR traffic is provided.
- b. VFR Military Training Route (VR). A route of defined vertical and lateral dimensions where separation from all other traffic is on a "see and avoid" basis.

503. PROCEDURE FOR MILITARY TRAINING ROUTE ESTABLISHMENT/MODIFICATION

The following are the highlights of the route processing procedures. Details for establishing or modifying an MTR are contained in FAA Handbook 7610.4, Special Military Operations (OPNAVINST 3722.33 (NOTAL)):

- a. Proponents shall consider alternatives such as sharing an existing route or using an existing military operations area.
- b. Proponents shall consult the appropriate CALO/RAC/NAVREP during the planning phase and validate the necessity for a route with the appropriate military headquarters as follows:

Commander Naval Air Force, U.S. Pacific Fleet
Commander Naval Air Force, U.S. Atlantic Fleet
Commanding General, Fleet Marine Force, Atlantic
Commanding General, Fleet Marine Force, Pacific
Chief of Naval Air Training
Chief of Naval Reserve
Commanding General, Fourth Marine Air Wing
Commander, Naval Air Systems Command.

c. Prior to submission of a new MTR for publication, and periodically/at least annually, the originating activity will visually survey the total area of all route widths to locate all new obstructions and confirm existing obstructions. After coordination with the CALO, RAC and other DoD/FAA representatives, the appropriate military headquarters shall review the proposal for approval on the basis of mission requirements, command policies, environmental impact or other factors.

d. Upon receiving the proposal at FAA regional headquarters, the NAVREP shall coordinate the proposal with other military representatives and then submit the proposal to the FAA for review and/or approval as required. The FAA will then forward the proposal for entry in the National Flight Data Digest and subsequent publication in appropriate FAA/DoD publications and charts.

e. Proposals for new or revised MTRs must comply with OPNAVINST 5090.1B (NOTAL) and MCO P5090.2 (NOTAL) in regard to environmental documentation. Questions may also be addressed to CNO (N441E).

f. Refer to Paragraph 401e(9) for guidance concerning MTRs and noise sensitive areas (wilderness areas).

CHAPTER 6

GENERAL

600. MILITARY FACILITIES AFFECTING USE OF AIRSPACE

a. DoD Directive 5030.19 of 15 June 1997 (Enclosed in OPNAVINST 5740.13B (NOTAL)) is applicable to the DoN and describes the development and use of military facilities affecting the use of airspace. It also establishes responsibilities and procedures for compliance with:

(1) The request of the administrator for timely advice with respect to major changes in usage of military airports, landing areas and missile rocket sites which may affect the use of airspace, even when the intended change does not involve a new facilities project. Section 308(b) of the Act is quoted in part, as follows:

“In order to assure conformity to plans and policies for allocation of airspace by the Administrator under Section 307 of this Act, no military airport or landing area, or missile or rocket site, shall be acquired, established, or constructed, or any runway layout substantially altered, unless reasonable prior notice thereof is given the Administrator so that he may advise with the appropriate committees of the Congress and other interested agencies as to the effects of such acquisition, establishment, construction or alteration on the use of airspace by aircraft.”

b. Definitions

(1) Major Claimant/Sponsor of a Navy or Marine Corps Construction Project – command or office having jurisdiction of the project.

(2) Navy or Marine Corps Originator – officer empowered to originate the first correspondence requesting approval of a project or course of action within the scope of this section.

(3) Navy and Marine Corps Final Approval Authority – officer empowered to authorize the accomplishment of a requested project or program within the scope of this section.

c. Actions Involving Facilities Projects. In order to discharge DoN obligations affecting the use of airspace involving facilities projects, the following courses of action are prescribed:

(1) Each major claimant/sponsor for a Navy or Marine Corps military construction project shall communicate to the appropriate regional office of the FAA, via the cognizant NAVREP, information as to proposed facilities projects within the purview of Section 308 (b) of the Act, after the project has been approved by the Navy Military Construction Review Board or the Marine Corps Military Construction Steering Committee. The information furnished should be in sufficient detail to indicate the possible effect of each such project on usage of airspace. A separate FAA Form 7460-1 (Notice of Proposed Construction or Alteration) shall be attached for each project. Copies of this correspondence shall be forwarded to CNO (N785F). Marine Corps sponsors shall forward an additional copy to CMC (Code APC). This major claimant/sponsor level to FAA channel of communications shall be used and recorded in the program submission as a regular part of normal programming procedures.

(2) The submittal of annual military construction authorization programs to the Assistant Secretary of Defense (Production and Logistics) ASD (P&L) shall include the date of major claimant/sponsor contact with the FAA regional office for programs within the purview of this section.

(3) When a program has been approved by the Office of the Secretary of Defense (OSD), or individual projects are changed by the DoD, the Office of Management and Budget, or the Congress, the

Assistant Secretary of Defense, Production and Logistics (ASD (P&L)) notifies the Administrator of any substantive modifications.

(4) The ASD (P&L) notifies the Administrator of substantial revisions to projects, within the purview of this section, which require Secretary of Defense approval and are not contained in an annual military construction program.

(5) The final Navy or Marine Corps approving authority for projects affecting airspace usage which are within the scope of internal approval authority of the DoN, including subordinate commands, shall be responsible for reasonable prior notice of the project to the appropriate regional office of the FAA via the cognizant NAVREP. A copy of the prior notice shall be forwarded to CNO (N785F) for review and submission to ASD (P&L) and the Secretary of the Navy (SECNAV). Marine Corps approving authorities shall forward an additional copy to CMC (Code APC).

(6) In order to provide the earliest practicable notification of possible impact on airspace usage, the major claimants/sponsors for military construction or final approving authorities should encourage Navy and Marine Corps originators to consult freely with the appropriate NAVREP during development stages of military construction projects affecting airspace usage prior to the required later formal notification. A brief of all such liaison should be included in the detailed project justification write-up.

d. Actions Not Involving Facilities Projects. In order to discharge the DoN obligation affecting the use of airspace but not involving facilities projects, the following courses of action are prescribed:

(1) The Navy or Marine Corps originator of a program not involving facilities projects but substantially changing usage of airports, landing areas, missile and rocket sites (or any comparable program which may have a measurable effect upon the use of airspace) shall consult with the appropriate NAVREP and appropriate regional office of the FAA during the development stages and prior to submission of a request for approval. The request for approval shall include pertinent airspace background information and the airspace status of the program. When the request is forwarded to the approving authority, the above information shall be provided to CNO (N785F) and, in addition, for Marine Corps commands, to CMC (Code APC).

(2) The final approval authority within the DoN shall be responsible for advising CNO (N785F) of the action taken on the above requested program. Upon determination that a program will result in a substantial airspace usage change, CNO (N785F) shall furnish this information to ASD (P&L), SECNAV, the cognizant NAVREP, and other interested offices.

601. STRUCTURES AFFECTING USE OF AIRSPACE

a. FAR Part 77 sets forth requirements for notifying the Administrator of certain proposed construction or alteration of structures affecting navigable airspace. The criteria contained in FAR Part 77 must be applied to any construction contemplated by the DoN; FAA Form 7460-1 (Notice of Proposed Construction or Alteration) must be submitted to the appropriate FAA office via the cognizant NAVREP for proposed construction which exceeds standards listed in FAR Part 77. The form may be obtained from NAVREPs or FAA.

b. The FAA assigns an aeronautical study number to each notice of proposed construction or alteration. Subsequent to a review, the FAA acknowledges the notice by stating one of the following:

(1) The proposal does not exceed standards and would not be a hazard to air navigation.

(2) The proposal exceeds standards but would not be a hazard to air navigation.

(3) The proposal exceeds standards and further aeronautical study is necessary to determine if it is a hazard.

c. The NAVREP shall review and forward the acknowledgement and/or aeronautical study to naval activities affected. Commands involved shall expeditiously forward their views to the NAVREP in the event an aeronautical objection is to be registered.

602. EVALUATION OF AERONAUTICAL STUDIES (AERONAUTICAL AND ELECTROMAGNETIC)

a. Subpart C of Part 77 establishes standards for determining obstructions to air navigation. Once an aeronautical study has been initiated, other standards are used, in addition to those in Subpart C, to determine if the proposed structure would actually be a hazard to air navigation. The additional standards used are those established by the FAA to satisfy operational, procedural and electronic requirements. Evaluation of aeronautical studies should include but are not necessarily limited to: air traffic procedures, obstruction marking and lighting requirements, obstruction clearance altitudes, feeder routes or altitudes, approved or planned instrument approach/departure procedures, existing airports and planned or future airport development programs on file with the FAA, air traffic control tower line-of-sight capability, and interference effects upon electronic and visual aids to air navigation.

b. For a structure to be considered as having an adverse aeronautical effect, it must first exceed the obstruction standards of Subpart C of Part 77. However, every effort must be made to discourage construction of a structure, regardless of whether it exceeds the obstruction standards of Subpart C of Part 77, if it will result in an electromagnetic effect on an air navigation facility.

c. When a command study indicates adverse electromagnetic effect, this evidence shall be incorporated in command comments to the cognizant NAVREP. Assistance in determining the electromagnetic effect may be requested from COMNAVAIRSYSCOM. Provide information to cognizant NAVREP and TYCOM of such requests.

603. BALLOONS, KITES, AND ROCKETS

FAR Part 101 sets forth procedures and requirements for operation of unmanned free balloons moored balloons, kites and unmanned rockets. If waivers to existing regulations are necessary, coordination with the cognizant NAVREP and appropriate ARTCC is recommended.

604. FLIGHT OPERATIONS AND FIRINGS OVER THE HIGH SEAS

Part of the freedom of the high seas is the freedom of aircraft of all nations to fly over the high seas. However, all DoN aircraft must operate in accordance with policies and procedures in DoD Directive 4540.1 of 13 January 1981, reissued as OPNAVINST 3770.4A (NOTAL). Excerpts of DoD Directive 4540.1 are published in DoD Flip Planning Document for operational ease of reference.

605. ANTI-SUBMARINE WARFARE OPERATIONS

Letters of agreement between naval commands and the FAA have been written for operations in international airspace so that maximum use may be made of FAA services. FAA oceanic control activities and NAVREPs maintain current copies of such agreements.

606. LETTERS OF AGREEMENT/PROCEDURE

a. All letters of agreement/procedure, pertaining to airspace usage, shall be signed by the commanding officer of the naval activity concerned and the RAC. Letters of agreement are explained in FAA Handbook 7110.65. Appendix E is an example of a letter of procedure.

b. Prior to final approval, all letters of agreement/procedure shall be forwarded to the NAVREP for review to determine if the agreement alters the airspace or the cognizant authority for which the airspace was designated.

c. A copy of all letters of agreement/procedure shall be forwarded to the cognizant NAVREP for information.

607. AIR NAVIGATION AIDS

Requests for installation, commissioning, decommissioning, removal, or relocation of air navigation aids are submitted via the appropriate chain of command to CNO (N785F). When approval is received from CNO, the cognizant NAVREP will be notified so that appropriate airspace action can be initiated.

608. STANDARD TERMINAL INSTRUMENT APPROACH, DEPARTURE, AND ARRIVAL PROCEDURES

Criteria governing Standard Instrument Departures (SID) and Standard Instrument Arrival (STAR) procedures is published in FAA Order 7110.8, Standard Instrument Departure, and FAA Order 7100.9, Standard Terminal Arrival Route. Portions of the order which address naval SID/STAR requirements are contained in NAVAIR 00-80T-114 (NOTAL).

CHAPTER 7
RECORDS AND REPORTS

700. GENERAL

The Navy requires standardized retention of actual usage data for SUA, ATCAA, and Airspace for Special Use. Commands shall report actual usage of Restricted Areas, MOAs, and MTR's. Commands also report Command Airspace Liaison Officer designations, as indicated in paragraph 701. For purposes of data retention, SUA includes Alert Areas, CFAs, MOAs, Restricted Areas, and Warning Areas. Airspace for Special Use includes the Military Training Routes assigned to the Navy. DoD and FAA have agreed upon a standardized format for reporting annual usage of Restricted Areas and MOAs. The format is provided in Appendix C. The format for recording annual MTR data is provided in Appendix D. Designated reporting activities are required to forward Restricted Area, MOA, and MTR annual usage reports and records, as appropriate, to the cognizant NAVREPs, with information copies to the TYCOMs and RACs, to be analyzed for overall naval airspace employment. MTR records are also analyzed at annual review conferences to justify continued designation of the routes. The Restricted Area/MOA Annual Usage Report is forwarded to the FAA by the NAVREP for further analysis. Paragraphs 702-704 address the information and procedures for recording, maintaining, and reporting usage data on SUA, ATCAA, and MTRs.

701. REPORTING COMMAND AIRSPACE LIAISON OFFICER (CALO) DESIGNATIONS

In addition to commands listed in Appendix B, all Naval Air Stations and Naval Stations with airspace responsibilities shall designate Command Airspace Liaison Officers (CALO) (duties described in paragraph 206) and report, as occurring, such designations to the appropriate RAC and NAVREP. The CALO will normally be the ATC facility officer. Reports will include the name, rank, title, address, telephone number and security clearance of officers designated. Report Symbol is OPNAV 3770-1.

702. DAILY RECORDING OF SPECIAL USE AIRSPACE, ATC ASSIGNED AIRSPACE, AND MILITARY TRAINING ROUTE USAGE

Daily usage of SUA, ATCAA, and MTRs shall be recorded in the following manner:

- a. The using agency shall record each day and hours usage for SUA and ATCAA in conformance with Appendix C. MTR daily usage recording will conform with Appendix D.
- b. A "record of release". As applicable, will be maintained, stating time and date airspace or portions were released to the FAA.

703. MAINTAINING SPECIAL USE AIRSPACE, ATC ASSIGNED AIRSPACE, AND MILITARY TRAINING ROUTE ANNUAL USAGE DATA

Commands designated as using, scheduling, or originating agency/activity in FLIP Section AP/1A or 1B shall, as applicable:

- a. Maintain daily usage data for:
 - (1) Special Use Airspace:
 - (a) Alert Areas
 - (b) Controlled Firing Areas
 - (c) Military Operations Areas

- (d) Restricted Areas
- (e) Warning Areas
- (2) ATC Assigned Airspace
- (3) Military Training Routes (IR/VR)
- b. Maintain daily usage data on SUA and ATCAA from 1 October through 30 September, each year.
- c. Maintain daily usage data on MTRs from 1 January through 31 December, each year.
- d. Maintain usage reports at the command for 3 years (see FAR Part 73.19 and FAAH 7400.2).

704. REPORTING SPECIAL USE AIRSPACE, ATC ASSIGNED AIRSPACE, AND MILITARY TRAINING ROUTE ANNUAL USAGE

Commands are required to report annual usage of Restricted Areas, MOAs, and MTRs only and shall use the report/record formats in Appendices C and D, as applicable. The following applies:

- a. Commands designated as the using/scheduling agency for SUA and MTRs in Flip Section AP/1A and AP/1B shall:
 - (1) Report Restricted Area/MOA usage by 1 December each year to the cognizant NAVREP with a copy provided to the cognizant RAC and TYCOM. Report symbol is OPNAV 3770-2.
 - (2) Report MTR usage by 20 January each year to the cognizant NAVREP with a copy provided to the cognizant RAC and TYCOM. Report symbol is OPNAV 3770-3.
 - (3) Ensure reports are signed by the commanding officer.
- b. NAVREPS shall:
 - (1) Retain one copy of the reports for 3 years.
 - (2) Forward one copy of Restricted Area/MOA Reports to Chief, Air Traffic Division in the cognizant FAA regional office by 31 January.
 - (3) Forward one copy of Restricted Area/MOA Reports to the Director, Air Traffic Services, FAA, Washington D.C. 20591, in accordance with FAR Part 73.19, by 31 January.

705. REPORTING ANNUAL REGIONAL AIRSPACE PLANS

Regional airspace plans are developed annually by the RAC's and are utilized to develop and update the Naval Airspace Plan/Project Blue Air and to provide real-time SUA information to the CNO, CMC, and NAVREP's. The following applies:

- a. RAC's shall develop annual regional airspace plans using the format outlined in appendix G.
- b. RAC's shall submit the regional airspace plan to the appropriate NAVREP via type commander, copy to CNO N785F, by 20 January of each year. In the event that a RAC area covers more than one FAA/NAVREP region, RAC's shall provide a copy of the regional airspace plan to both NAVREP's. Report symbol is OPNAV 3770-4.
- c. NAVREPS shall:

- (1) Consolidate RAC regional airspace plans into a single regional airspace plan reflecting the appropriate FAA region. Using the format outlined in appendix G.
- (2) Forward to CNO (N785F) annually not later than 31 March.

APPENDIX A

GERMANE PUBLICATIONS

DOD

EXECUTIVE ORDER 10854

Extension of the Application of the Federal Aviation Act of 1958.

EXECUTIVE ORDER 11161

Relating to the Certain Relationships Between the Department of Defense and the Federal Aviation Administration

DOD DIRECTIVE 5030.19 of 15 June 1997

DOD Responsibilities on Federal Aviation and National Airspace System Matters (enclosed in OPNAVINST 5740.13 (NOTAL))

DON AIRSPACE PLAN/PROJECT BLUE AIR

An Analysis of Naval Airspace Utilization and Requirements

OPNAVINST 3710.7R

NATOPS General Flight and Operating Instructions (NOTAL)

OPNAVINST 3721.5K

Naval Air Traffic Control, Air Navigation Aids and Landing Systems (NAALS) Program (NOTAL)

OPNAVINST 3722.16C

United States Standard for Terminal Instrument Procedures (TERPS) (NOTAL)

OPNAVINST 3722.33C

Federal Aviation Administration Handbook of Special Military Operations 7610.4 (NOTAL)

OPNAVINST 5090.1B

Environmental and Natural Resources Program Manual (NOTAL)

OPNAVINST 11010.36A

Air Installations Compatible Use Zone (AICUZ) Program (NOTAL)

NAVAIR 00-80T-114

NATOPS Air Traffic Control Facilities Manual (NOTAL)

Marine Corps Order P5090.2

Environmental Compliance and Protection Manual

DOD Flight Information Publications (FLIP) (NOTAL)

FAA HANDBOOKS

7110.65

Air Traffic Control (NOTAL)

7210.3

Facility Operation and Administration (not applicable to the military) (NOTAL)

7400.2

Procedures for Handling Airspace Matters (NOTAL)

7610.4

Special Military Operations (NOTAL)

For initial DoD FLIP and FAA Publication orders contact:

Defense Logistics Agency
Defense Supply Center Richmond Virginia
8000 Jefferson Davis Highway
Richmond, VA 23297-5335
Commercial (804) 279-6500
DSN 695-6500

Existing DoD FLIP and FAA Handbook accounts are supported by:

Map Support Office
494 Park Crecent
Norfolk VA 23511-4295
Commercial (757) 445-2460
DSN 565-2460

APPENDIX B

DoN REPRESENTATIVES TO THE FAA (NAVREPS), REGIONAL AIRSPACE
COORDINATORS (RACs), AND COMMAND AIRSPACE LIAISON OFFICERS (CALOs)

NAVREP-EA/NE

Department of the Navy Representative
Federal Aviation Administration
FAA New England Region (ANE-930)
12 New England Executive Park
Burlington, MA 01803-5299

DMS Address: NAVREPEANE FAA BURLINGTON MA//ANE-930//

DSN 478-4447

Commercial (781) 238-7907/8/9

Fax (781) 238-7902

REGIONAL AIRSPACE COORDINATORS (RACs) AND ASSOCIATED COMMAND AIRSPACE
LIAISON OFFICERS (CALOs)

RAC

FACSFAC VACAPES

CALO

NAS BRUNSWICK, MA
NAES LAKEHURST,
NAS OCEANA, VA
NAS OCEANA AIR DET NORFOLK, VA
NAWC PATUXENT RIVER, MD
NAS WILLOW GROVE, PA

NAVREP-SO

Department of the Navy Representative
Federal Aviation Administration
Southern Region, FAA (ASO-930)
P.O. Box 20636
Atlanta, GA 30320

DMS Address: NAVREPSO ATLANTA GA//ASO-930//

DSN 797-5482

Commercial (404) 305-6905

Fax (404) 305-6990

REGIONAL AIRSPACE COORDINATORS (RACs) AND ASSOCIATED COMMAND AIRSPACE
LIAISON OFFICERS (CALOs)

RAC

CALO

COMCABEAST

MCAS BEAUFORT, SC
MCALF BOGUE FIELD, NC
MCAS CHERRY POINT, NC
MCAS NEW RIVER, NC
MCAF QUANTICO, VA

FACSFAC JACKSONVILLE

NAS KEY WEST, FL
NS MAYPORT, FL
NAS JACKSONVILLE, FL

FACSFAC PENSACOLA

NAS WHITING FIELD, FL
NAS PENSACOLA, FL
NAS MERIDIAN, MS

FACSFAC CARIBBEAN

NAS ROOSEVELT ROADS, PR
NAS GUANTANAMO BAY, CU

NAVREP-SW/CE/GL

Department of the Navy Representative
Federal Aviation Administration
Southwest Region, FAA (ASW 930)
Fort Worth, Texas 76193-0930

DMS Address: NAVREPSW FT WORTH TX

DSN 477-2930

Commercial (817) 222-5930

Fax DSN 477-2993
(817) 222-5993

REGIONAL AIRSPACE COORDINATORS (RACs) AND ASSOCIATED COMMAND AIRSPACE
LIAISON OFFICERS (CALOs)

RAC

FACSFAC PENSACOLA

CALO

NAS KINGSVILLE, TX
NAS CORPUS CHRISTI, TX
NAS JRB FORT WORTH, TX
NAS JRB NEW ORLEANS, LA

NAVREP-WP/NM/AL

Department of the Navy Representative
Federal Aviation Administration
Western-Pacific Region, FAA (AWP-930)
P.O. Box 92007, Worldway Postal Center
Los Angeles, California 90009-2007

DMS Address: NAVREPWP-FAA LOS ANGELES CA//AWP-930//

DSN 833-1247

Commercial (310) 725-3910

Fax (310) 725-3919

REGIONAL AIRSPACE COORDINATORS (RACs) AND ASSOCIATED COMMAND AIRSPACE
LIAISON OFFICERS (CALOs)

RAC

COMCABWEST

FACSFAC SAN DIEGO

FACSFAC PEARL HARBOR

NAWCWD CHINA LAKE

CALO

MCAS CAMP PENDELTON
MCAS MIRAMAR, CA
MCAS YUMA, AZ
MCAGCC 29 PALMS
MCB CAMP PENDLETON

NAWS CHINA LAKE, CA
NAF EL CENTRO, CA
NAS FALLON, NV
NAS LEMOORE, CA
NAS NORTH ISLAND, CA
NAS POINT MUGU
NALF SAN CLEMENTE IS, CA
NAS WHIDBEY IS, WA

MCAF KANEOHE BAY, HI
PMRF BARKING SANDS, HI

NAWC POINT MUGU

APPENDIX C

FORMAT FOR SPECIAL USE AIRSPACE ANNUAL USAGE REPORTS
RESTRICTED AREA AND MILITARY OPERATIONS AREA ANNUAL USAGE REPORT
(OPNAV 3770-2)

1. Restricted area number or MOA name: Report only one restricted area or MOA per form. Sub areas should be on separate forms.
2. Reporting period dates:
3. Reporting Unit Name and Phone Number:
4. Associated ATCAA:
 - (a) ATCAA Name:
 - (b) ATCAA Altitudes
5. Aircraft Activities:
 - (a) Aircraft types:
 - (b) Types of activities conducted
 - (c) Altitude/flight levels used for each type of activity:
 - (d) Supersonic flight:
 - (1) Area used for supersonic:
 - (2) Altitude/flight levels:
6. Artillery/Mortar/Missile Activities (Restricted Area only):
 - (a) Type activity:
 - (b) Maximum altitude used for each activity:
7. Other activities not reported in 5 or 6 above:
 - (a) Type activity:
 - (b) Maximum altitude used for each activity:
8. Utilization Information:
 - (a) Total number of aircraft sorties:
 - (b) Total number of days the area was:
 - (1) Scheduled for use:
 - (2) Activated:

- (3) Actually utilized:
- (c) Total number of hours the area was:
 - (1) Scheduled for use:
 - (2) Activated:
 - (3) Actually utilized:
- 9. Joint use information:
 - (a) Total number of hours the area was returned to the controlling agency:
 - (b) Letter of agreement provisions:
- 10. New chart submitted/No Change:
- 11. Remarks:

Note: Instructions for preparing Restricted Area and Military Operations Area annual utilization reports can be found in chapter 21 of FAA Handbook 7400.2.

ALERT AREA/CONTROLLED FIRING AREA/WARNING AREA
ANNUAL USAGE RECORD FORMAT

1. Airspace identification: Report only one airspace area per form. Sub areas shall be retained on separate forms.
2. Period of report: Self explanatory.
3. Published hours of operation: Self explanatory.
4. Altitudes: Self explanatory.
5. Activities:
 - a. Aircraft Operations:
 - (1) Aircraft types: List the types of aircraft that used the area during the reporting period.
 - (2) Maximum altitude/flight level: List the maximum altitudes used.
 - (3) Activities conducted in the area: List the activities conducted during the reporting period.
 - (4) Area used for supersonic operations: Self explanatory.
 - b. Artillery/Mortar/Missile (Restricted Area):
 - (1) Type: Self Explanatory.
 - (2) Maximum altitude: Self explanatory.
 - (3) Purpose/Mission: Self explanatory.
 - c. Other Operations: List those operations not contained in Paragraph a or b above (Lasers, RPV, etc).
 - (1) Type: Self explanatory.
 - (2) Maximum altitude: Self explanatory.
 - (3) Purpose/Mission: Self explanatory.
6. Area Coverage Available.
 - a. Communications: List the radio frequencies/telephone lines being used to monitor (Radio/Land-line).
 - b. Radar/Type: State the type radar being used to monitor area activity. If none, so state.
 - c. ATC services provided: List what services are provided and by whom (e.g.; Services = Positive Control, Flight Following. By whom = LAX ARTCC or NAS Kingsville).
7. Usage:
 - a. Total number of air operations for period of report: Enter the total number of air operations recorded for the period of the report (e.g.; 65,432 ops). A flight of four aircraft equals four air operations).
 - b. Total number of days area was:
 - (1) Scheduled: Self explanatory.
 - (2) Activated: Self explanatory.
 - (3) Used: Self explanatory.

8. Released to controlling agency for public use (Joint Use):
 - a. Total number of hours released for period reported: Figure is based on 24 hours per day, 365 days per year.
 - b. Total number of hours area was active AND non-participating aircraft were permitted simultaneous access: Self explanatory.
 - c. Total number of weekdays area was not activated: Figure is based on actual days, NOT 2/3 day periods.
9. New chart submitted or no change: Submit new chart only if a change to the area has occurred.
10. Other pertinent information: Self explanatory.

ATC ASSIGNED AIRSPACE (STAND-ALONE)
ANNUAL USAGE FORMAT

1. ATCAA identification: Self explanatory.
2. Period of report: Self explanatory.
3. Published hours of operation: Self explanatory.
4. Altitudes: Self explanatory.
5. Activities:
 - a. Aircraft Operations:
 - (1) Aircraft types: List the types of aircraft that used the area during the reporting period.
 - (2) Maximum altitude/flight level: List the activities conducted during the reporting period.
 - (3) Activities conducted in the area: List the activities conducted during the reporting period.
 - (4) Area used for supersonic operations: Self explanatory.
 - b. Other Operations (List those operations not contained in Paragraph a):
 - (1) Type: Self explanatory.
 - (2) Maximum altitude: Self explanatory.
 - (3) Purpose/Mission: Self explanatory.
6. Area Coverage Available:
 - a. Communications: List the radio frequencies/telephone lines being used to monitor (Radio/Land-line)
 - b. Radar/Type: State the type radar being used to monitor area activity. If none, so state.
 - c. ATC services provided: List what services are provided and by whom (e.g.; Services = Positive Control, Flight Following. By whom = LAX ARTCC or NAS Kingsville.
7. Usage:
 - a. Total number of air operations for period of report: Enter the total number of air operations recorded for the period of the report (e.g.; 65,432 ops). A flight of four aircraft equals four air operations).
 - b. Total number of days area was:
 - (1) Scheduled: Self explanatory.
 - (2) Activated: Self explanatory.
 - (3) Used: Self explanatory.
 - c. Total number of hours area was:
 - (1) Scheduled: Self explanatory.
 - (2) Activated: Self explanatory.
 - (3) Used: Self explanatory.
8. Released to controlling agency for public use (Joint Use).
 - a. Total number of hours released for period reported: Figure is based on 24 hours per day, 365 days per year.

- b. Total number of hours area was active AND non-participating aircraft were permitted simultaneous access: Self explanatory.
 - c. Total number of weekend/holiday days area was not activated: Figure is based on actual days, NOT 2/3 day periods.
9. New chart submitted or no change: Submit new chart only if a change to the area has occurred.
10. Other pertinent information: Self explanatory.

APPENDIX D

FORMAT FOR ANNUAL MILITARY TRAINING ROUTE
DATA RECORD AND REPORTING (OPNAV 3770-3)

Subj: Annual Military Training Route (MTR) Data Record

Ref: OPNAVINST 3770.2J

1. The following MTR data is submitted for calendar year 20__, in accordance with reference (a):

Month: JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC TOTAL

Route

IR –
“ -

VR -

“ -

“ -

NOTE: Military training route data will be used at annual MTR conferences to justify continued designation of the route.

APPENDIX E

FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C. 20591

JOINT USE RESTRICTED AREA LETTER OF PROCEDURE

SUBJECT: Joint Use Letter of Procedure for Use of Restricted Area R-_____

EFFECTIVE: _____

In accordance with paragraphs 73.13 and 73.15 of the Federal Aviation Regulations, the following letter establishes procedures for the use of Restricted Area R-_____, by (Controlling Agency), the Controlling Agency, and by (Using Agency), the Using Agency.

1. The Using Agency shall release R-_____, to the Controlling Agency when not in use for the purpose designated.

2. During the time when the airspace is released to the Controlling Agency, FAA may clear IFR traffic and authorize VFR traffic into R-_____.

3. The Controlling Agency shall return the use of R-_____ to the Using Agency upon request. Such request shall be made at least (hours/minutes) prior to use by the Using Agency. (In determining this specific time, consideration should be given to such factors as: (1) IFR procedures which impinge upon the Restricted Area; (2) communications; and (3) time required to ascertain that all VFR aircraft shall be clear of the area.) _____ Tower, RAPCON, RATCF, FSS, etc., is designated as liaison station for the relaying of information concerning the release of the area between the Controlling Agency and the Using Agency. (This statement to be used only when required.

EXECUTED:

For the Controlling Agency:

For the Using Agency

Signed _____

Chief _____

(Title) _____

Date

Date

Joint Use Letter of Procedure.

APPENDIX F

REGIONAL AIRSPACE COORDINATOR ASSIGNED AIRSPACE

- | | |
|-------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. COMCABEAST | A-530
R-5303
R-5304
R-5306
R-6608
W-74
BEAUFORT MOA
DEMO MOA
HATTERAS MOA |
| 2. COMCABWEST | R-2501
R-2503
R-2507
R-2510
ABEL MOA
BRISTOL MOA
DOME MOA
KANE MOA
QUAIL MOA
SAN ONOFRE MOA
SUNDANCE MOA
TURTLE MOA |
| 3. FACSFAC CARIBBEAN | P-1002
R-1002
R-7104
W-368
W-369
W-370
W-372
W-373
W-374
W-375
W-376
W-377
W-428
W-429
W-1001 |
| 4. FACSFAC JACKSONVILLE | R-2906
R-2907
R-2910
W-132
W-133
W-134
W-157
W-158
W-159
W-174
W-465 |

FACSFAC JACKSONVILLE (cont)

GATOR MOA
MAYPORT MOA
PALATKA MOA
TORTUGAS MOA

5. FACSFAC PEARL HARBOR

R-3101
R-3107
R-7201
W-186
W-187
W-188
W-189
W-190
W-191
W-192
W-193
W-194
W-196
W-517

6. FACSFAC PENSACOLA

A-292
A-632
R-2908
R-3404
R-4404
R-5113
R-6312
W-92
W-155
W-228
BRADY MOA
BROWNWOOD MOA
KINGSVILLE MOAs
MERIDIAN 1 MOA
PENSACOLA MOA
PINEHILL MOAs
SHIRLEY MOA

7. FACSFAC SAN DIEGO

A-680
R-2512
R-4802
R-4803
R-4804
R-4810
R-4812
R-4813
R-4816
R-5701
R-5706
R-6701
W-237
W-260
W-283
W-285
W-291
W-513

FACSFAC SAN DIEGO (cont.)

AUSTIN MOA
BOARDMAN MOA
CARSON MOA
CHINOOK MOA
CHURCHILL MOA
FOOTHILL MOA
GABBS MOA
HUNTER MOA
OKANOGAN MOA
OLYMPIC MOA
RANCH MOA
RENO MOA
ROBERTS MOA
ROOSEVELT MOA

8. FACSFAC VACAPES

R-4002
R-4005
R-4006
R-4007
R-4008
R-5301
R-5302
R-5313
R-6606
R-6609
R-6611
R-6612
R-6613
W-50
W-72
W-102
W-103
W-104
W-105
W-106
W-107
W-110
W-122
W-386
W-387
PAMLICO MOA
STUMPY POINT MOA

9. NAWC CHINA LAKE

R-2505
R-2506
R-2508
R-2519
R-2524
R-2535
W-60
W-61
W-289
W-290
W-412
W-532
W-537

NAWC CHINA LAKE (cont.)

BAKERSFIELD MOA
BARSTOW MOA
BISHOP MOA
BUCKHORN MOA
ISABELLA MOA
OWENS MOA
PANAMINT MOA
PORTERVILLE MOA
SALINE MOA
SHOSHONE MOA

APPENDIX G

FORMAT FOR REGIONAL AIRSPACE PLAN OUTLINE (OPNAV 3770-4)

EXECUTIVE SUMMARY

- I. THE REGION COVERED
 - A. Geographical Area
 - B. Commands, Activities, and Missions Supported
- II. AIRSPACE MANAGEMENT CAPABILITIES
 - A. Control Entities
 - B. Surveillance
 - C. Communications
 - D. Staffing
 - 1. Current
 - 2. Required
 - E. Scheduling
 - F. Interface/Interconnectivity
 - G. Requirements/Deficiencies
 - H. Recommendations
- III. AIRSPACE REQUIREMENTS
 - A. Near Term (Five Years)
 - B. Long Term (Six to Fifteen Years)
- IV. AIRSPACE-RELATED REQUIREMENTS
 - A. Systems/Equipment
 - B. Personnel
 - C. Other action
- V. ENCROACHMENT
 - A. Current
 - B. Projected
- VI. ENVIRONMENTAL ISSUES
 - A. Current
 - B. Projected
- VII. COORDINATION
 - A. Federal Agency
 - B. Local/State Agency
- VIII. POTENTIAL IMPACTS
 - A. Department of the Navy on Civil
 - B. Civil on Department of the Navy

IX. SPECIAL REQUIREMENTS

- A. Drug Enforcement
- B. Maritime Defense
- C. Contingency Operations

APPENDIX H

EXPLANATION OF TERMS

Administrator. The FAA Administrator or person to whom delegated this authority in the matter concerned (FAR Part 1).

Aeronautical Objection. A written objection to any construction, procedure, or facility that infringes, or is believed to cause an infringement upon the safe orderly and expeditious flow of air traffic. This will include, but is not limited to, infringement upon DoN airfield obstruction criteria, established and proposed ATC procedures, established ground-air communication frequencies, the operation of currently established and proposed air navigational aids and operations pertaining to SUA. To be considered as a valid aeronautical objection, it must be demonstrated that the item to which the objection is entered will, or would, adversely affect established or proposed DoN construction, procedures, or facilities.

Aeronautical Proposal. A written proposal of, but not limited to, construction of an airport, tower or structure that would extend into navigable airspace, including any special or unusual ATC procedures applicable or otherwise proposed, and the establishment of any navigational aid or modification to an existing aid.

Air Installations Compatible Use Zones (AICUZ). A DoD program whose objective is to acquire compatible use in the vicinity of air installations. The program is concerned with many factors such as aircraft safety, public safety, environmental considerations, noise abatement, land use restrictions, etc. (OPNAVINST 11010.36A (NOTAL))

Airspace Action. The procedural act of designation, redesignation, modification, or revocation of an airspace assignment.

Air Traffic Control Assigned Airspace. (ATCAA). Airspace of defined vertical/lateral limits assigned by ATC, for the purpose of providing air traffic separation between the specified activities being conducted within airspace and other IFR air traffic. Procedures governing operations within these areas shall be specified in letters of agreement between local military authorities and the ATC facility (OPNAVINST 3722.33C (NOTAL) and FAA Handbook 7610.4).

Alert Area. Airspace of defined dimensions established to inform pilots of specific areas wherein a high volume of pilot training or an unusual type of aeronautical activity is conducted (FAA Handbook 7610.4).

Class A Airspace. Generally, that airspace from 18,000 MSL up to and including FL 600, including the airspace overlying the waters within 12 nautical miles of the coast of the 48 contiguous States and Alaska; and designated international airspace beyond 12 nautical miles of the coast of the 48 contiguous States and Alaska within areas of domestic radio navigational signal or ATC radar coverage, and within which domestic procedures are applied.

Class B Airspace. Generally, that airspace from the surface to 10,000 feet MSL surrounding the nations busiest airports in terms of IFR operations or passenger enplanements. The configuration of each Class B airspace is individually tailored and consists of a surface area and two or more layers and is designed to contain all published instrument procedures once an aircraft enters that airspace.

Class C Airspace. Generally, that airspace from the surface to 4000 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower, are serviced by a radar approach control, and have a certain number of IFR operations or passenger enplanements. Although the configuration of each Class C airspace area is individually tailored, the airspace usually consists of a 5-NM radius core surface area that extends from the surface up to 4000 feet above the airport elevation, and a 10-NM radius shelf that extends from 1200 feet to 4000 feet above the airport elevation.

Class D Airspace. Generally, that airspace from the surface up to 2500 feet above the airport elevation (charted is MSL) surrounding those airports that have an operational control tower. The configuration of each Class D airspace area is individually tailored and when instrument procedures are published, the airspace will normally be designed to contain these procedures.

Class E Airspace. Generally, if the airspace is not Class A, Class B, Class C, or Class D, and it is controlled airspace, it is Class E airspace.

Class G Airspace. Class G airspace (uncontrolled) is that portion of the airspace that has not been designated as Class A, Class B, Class C, Class D, or Class E airspace.

Controlled Airspace. Airspace is designated as Class A, Class B, Class C, Class D, or Class E, within which some or all aircraft may be subject to ATC (FAR Parts 1 and 71). The complete listing for all Class A, Class B, Class C, Class D, and Class E airspace areas and for all reporting points can be found in FAA Order 7400.9, Airspace Designations and Reporting Points.

Controlled Firing Area (CFA). An area approved by FAA wherein activities are conducted under conditions so controlled as to eliminate hazards to non-participating aircraft and to ensure the safety of persons and property on the ground (FAA Handbook 7400.2).

Controlling Agency. The FAA facility which may authorize transit through, or flight within, a restricted area or warning airspace in accordance with a joint use letter issued under FAR Part 73. Designation of the FAA as the controlling agency in restricted and warning airspace is for ATC purposes only and applies only during the period when the area is released to FAA. Such designation does not negate, compromise or modify military control or use of the area.

Docket. Official FAA records relating to rule making actions (FAR Part 11).

Environmental Studies. Every action or proposed action by the DoN has the potential, however remote, to affect the environment under a given set of circumstances. The degree to which a DoN action must be evaluated to determine its environmental impact depends in part on whether the action, based upon past experience, normally does not effect the environment, has the potential to violate environmental laws, could result in a degree of degradation of environmental quality, or has the potential for significant degradation of environmental quality and could result in environmental controversy. In order to sensitize commanders to the necessity for an evaluation of the environmental consequences of a proposed action, and to assist in determining what degree of examination those concerns merit (none, assessment or statement), all applicable actions will minimally receive the benefit of a preliminary environmental assessment. Environmental studies must be conducted in accordance with the guidelines set forth in OPNAVINST 5090.1B (NOTAL) and MCO P5090.2 (NOTAL).

Fleet Area Control and Surveillance Facility (FACSFAC). A facility that provides scheduling and control of all air, surface and subsurface activities within offshore operations areas, and all other assigned airspace where FACSFAC has jurisdiction. Administers services to support the coexistence of military, government, and non-government agencies consistent with national priorities.

Federal Register. An official publication by the Office of the Federal Register, National Archives and Records Administration, for making available to the public regulations and legal notices issued by federal agencies. The Register is published daily Monday through Friday, except on official holidays. The Register may be obtained from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.

Flight Level (FL). A level of constant atmospheric pressure related to a reference datum of 29.92 inches of mercury. Each is stated in three digits that represent hundreds of feet. For example, FL 250 represents a barometric altimeter indication of 25,000 feet. (FAR Part 1).

Joint-Use Restricted/Warning Area. A restricted/warning area made available to the controlling agency for ATC use during periods when not required by the using agency (FAR Part 73).

Military Assumes Responsibility for Separation of Aircraft (MARSA). The application of MARSA is a military service prerogative and shall not be invoked indiscriminately by individual units or pilots. Military service commands authorizing MARSA shall be responsible for its implementation and terms of use. When military operations warrant a letter of agreement with the FAA to apply MARSA, the authority to invoke MARSA shall be contained in a letter of agreement. A letter of agreement is not required in all cases involving MARSA.

Military Operations Area (MOA). Airspace of defined dimensions established outside the positive control area to separate/segregate military activities from IFR traffic and to identify for VFR traffic where these activities are conducted.

Military Training Route (MTR). A route developed for the high speed, low altitude training of tactical aircrews. IFR military training routes (IR s) are mutually developed by FAA and DoD. VFR military training routes are developed by DoD. MTRs are published by DoD in Flight Information Publications (see Chapter 5).

National Airspace System. The common network of U.S. airspace and navigational aids, communications facilities, aeronautical charts and information, weather information, rules, regulations and procedures, technical information and FAA manpower and material. Included are system components shared jointly with the military.

National System of Airports. Consists of those publicly used civil and jointly used civil/military airports (including heliports, short take-off and landing airports (STOL-ports), and seaplane bases within the United States and its territories where there is a national interest in providing reasonable access to the nation's air transportation system.

Non-rule Making Action. FAA decisions or activities affecting airspace for which a rule, regulation or order is not normally issued. These include actions such as establishment or discontinuance of FAA or military air navigational aids and establishment of airports, and establishment of warning areas and MOAs (FAA Handbook 7400.2 and Chapter 3 of this instruction).

Prohibited Area. Designated airspace within which the flight of aircraft is prohibited (FAR Parts 1 and 73).

Proposal. A formal written petition to the Administrator for action on airspace matters.

Restricted Area. Designated airspace within which the flight of aircraft, while not wholly permitted, is subject to restriction (FAR Parts 1 and 73).

Rule Making. Procedures whereby FAA assigns, modifies, or rescinds airspace and regulates its use by rule, regulation, or order (FAR Part 2 and Chapter 3 of this instruction).

Special Use Airspace (SUA). Airspace of defined dimensions identified by an area on the surface wherein activities must be confined because of their nature, or wherein limitations are imposed upon aircraft operations that are not part of those activities, or both. Categories of SUA are: prohibited areas, restricted areas, warning areas, alert areas, controlled firing areas, and military operations areas.

Terminal Area. A general term used to describe airspace in which approach control service or airport traffic control service is provided.

Using Agency. The agency, organization, or military command whose activity within a restricted area, warning area, or other SUA necessitated the area being so designated. The using agency has jurisdiction over the area unless it has been released to the controlling agency. (See Controlling Agency.)

Warning Area. Airspace which may contain hazards to non-participating aircraft in international airspace over international waters.

APPENDIX I

DEPARTMENT OF THE NAVY BLUE AIR AIRSPACE PLAN

1.1 INTRODUCTION

The Department of the Navy (DoN) Airspace Plan in the form of Project Blue Air defines and prioritizes Navy and Marine Corps Special Use Airspace (SUA) current and projected requirements for a 15-year period. The plan is the central basis for documentation and justification of all SUA within the DoN. This allows for a focused, coordinated effort to be applied in both the optimized uses of current SUA as well as future competition for scarce airspace resources. This optimization is critical in maintaining a high degree of operational readiness within the fleet and sets policy and goals for acquisition, conservation, and management of airspace within the continental United States and contiguous offshore waters. The plan's purpose is to assure a more dynamic approach to DoN airspace management and maximize cooperation with interested parties. This plan provides an overview and background on airspace planning and defines airspace management roles, initiatives, and challenges to be fulfilled by DoN personnel. The plan contains tables of airspace assets, airspace and related support needs, management responsibility, recommended training, and airspace encroachment and environmental concerns. The plan also contains a depiction of the airspace delegated to Naval activities by the Federal Aviation Administration, (FAA).

1.2 PURPOSE AND GOALS

The DoN Blue Air Airspace Plan is distributed to naval activities to ensure that all airspace managers are aware of activities throughout all geographic regions. The plan:

- Ensures responsible acquisition and retention of adequate space to safeguard DoN readiness.
- Promotes continuous dialogue, coordination, and planning on airspace matters from the local to national level.
- Demonstrates a responsible commitment to all interested parties on airspace accountability and usage.
- Promotes harmonious relationships with all other military services, the FAA and other interested parties concerned with airspace resources.
- Provides tools to assist the FAA in maintaining an equitable balance of national defense and civil aviation interest.
- Provides a ready assessment and justification of the objectives related to current and future operating space.
- Identifies current and future equipment initiatives needed for the proper operation and administration of assigned airspace.
- Promotes a sensitive approach to special interest and environmental issues while ensuring DoN readiness.
- Promotes equitable availability of DoN SUA to other authorized users on a not-to-interfere basis.

1.3 BACKGROUND SUMMARY

This section summarizes events that led to the ongoing management effort enumerated in the DoN Blue Air Airspace Plan. It should be noted that in addition to the Department of Defense (DoD), many organizations are concerned with airspace and are working consistently to achieve satisfactory solutions, as perceived from their point of view, to the issues highlighted in this summary.

In 1957, a mid-air collision between civilian aircraft over the Grand Canyon prompted a review of the nation's overall airspace management system. Recognizing the need for improved management of the National Airspace System, Congress enacted the Federal Aviation Act of 1958. This legislation resulted in the establishment of the Federal Aviation Administration (FAA). Provisions of this legislation provided the FAA with the mandate to manage the national airspace while paying particular attention to the needs of national defense.

In the interest of improved air safety, a well-defined scheme for air traffic separation was implemented, including the formation of designated areas for military air operations. The Positive Control area above 24,000 feet mean sea level (MSL), subsequently lowered to 18,000 feet MSL, above which all aircraft must be under some form of positive air traffic control is one example of the initiatives implemented as the result of the Act of 58. Airspeed was restricted to a maximum of 250 knots below 10,000 feet MSL, except in designated training areas is another example. These examples are provided to document actions taken in the interest of air safety which resulted in the curtailment of the military to operate without constraints.

To effectively accomplish the mission, whether routine training, flight testing or weapons system development, the military must be able to operate tactically without being artificially constrained. To do so, DoD, in conjunction with the FAA, developed the concept of Special Use Airspace (SUA). By definition, SUA is that airspace "where activities must be confined, but not necessarily restricted, because of their nature" or which limit's access to non-participating aircraft that are not a part of those operations. SUA has horizontal and vertical dimensions and is normally in effect for the published or scheduled times. Most SUA is located within the territorial boundaries of the United States.

Thus, during the 1960's and 1970's, parcels of SUA was assigned to the DoD by the FAA to support military operations that were considered to be incompatible with civil aviation activities or were considered to be hazardous in nature. These SUA areas were, for the most part, located over or adjacent to military installations and created minimal conflict with civil aviation.

Throughout the 1970's and 1980's, as population increased near military installations and operating areas, a corresponding rapid growth in civil aviation occurred. The introduction of jet aircraft complemented by the recognition of the civilian population of the advantages of air transportation over other means created a demand for cost savings throughout efficient routing. Rapid means of communications provided nation wide publicity of environmental concerns expressed by various special interest groups. As the volume of airspace identified as SUA increased, the FAA and the DoD came under close scrutiny regarding the management of airspace. Requests for additional airspace to support new or expanded missions began to experience organized opposition. These pressures and opposition to expansion continues today. Managers of SUA assets are therefore required to focus on documentation of use and requirements, assure shared-use SUA resources, and return those resources for public use when the military mission no longer justifies retention.

Evolving technologies and changing threats have resulted in a modification of mission and capabilities, which have generated requirements for larger parcels of airspace, vertically and horizontally to support the expanded mission. The current political environment, absence of a clearly defined and understood threat to national security and emerging technologies which promise exceptional cost benefit to commercial carriers are threats to the retention of SUA resources.

Paramount in the battle to retain SUA resources is the concept of "Free Flight". Free flight essentially transfers the Command and Control function of Air Traffic Control from the ground to the cockpit. This concept will allow air carriers and other civilian aviation interests, to fly in an IFR

environment similar to the way VFR operations are conducted today. One of the major obstacles to the implementation of "Free Flight" is the artificial obstacle of point-to-point air navigation.

Additional developments placing demands upon airspace resources include the concentration of forces as the result of right sizing initiatives, implementation of the Air Installation Compatible Use Zones (AICUZ), and the cellular telephone industry. Initiatives by other branches of the Federal Government to assume management responsibility from the FAA for airspace which overlies parcels of land/National Parks and Wilderness areas, are an additional area of concern.

As previously stated, the FAA Act of 1958 delegated the responsibility for the management of airspace within the United States to the FAA. The DoN mission is to maintain a high state of readiness to conduct prompt and sustained combat operations in support of national security interest. Additionally, the DoN must develop tactics and weapons systems that support the successful prosecution of combat operations. In order to achieve and retain an acceptable state of readiness, the DoN must succeed in its quest for airspace. The FAA must, as mandated by statute, respond to this request for airspace resources while simultaneously promoting the growth and fiscal health of civilian interest and the public's access to navigable airspace. The FAA, therefore, is compelled to balance national defense requirements with civilian aviation needs. To maintain that balance, the FAA requires documentation that defines and justifies near and long term DoN airspace objectives. Documentation of the use of existing resources is also required to assure retention.

Until recently, the DoN managed airspace resources and initiated requests for additional resources in a decentralized fashion. This lack of a focused approach resulted in each individual, or command requiring airspace to satisfy mission tasking without assessing the resources, that may have been available from another unit within the DoN, or other branch of service. The request for airspace realized mixed results. Success was often based upon personalities and not on the validity of the requirement.

In 1987, the Chief of Naval Operations, in recognition of the fragmented approach associated with airspace management in the DoN, authorized an update of a study originally conducted in the early 1970's. This study, "Project Blue Air", was completed in November 1987. The report addressed issues and requirements for airspace through the year 2005. For the first time, the airspace delegated to the DoN to support missions assigned to Naval Aviation was reviewed, publicized, and, when appropriate, resource management was criticized.

The Blue Air study recognized the need for continuity in airspace matters and justified the adoption of a focused, centralized approach to airspace related initiatives. Following the issuance of the report, a tasking message was sent to the fleet. This message led to a series of meetings and initiatives. This commitment resulted in the creation of a DoN organization and management structure, which protects naval interest while exercising responsibility in managing the airspace resources delegated for its use.

By 1990, the planning and action directed by the findings of the Blue Air study, resulted in the development of a comprehensive approach to airspace management. This approach featured the assignment of airspace management to the Airspace and Air Traffic Control Section, N885F, within the Director, Air Warfare Division, N88, organization. Additionally, the assignment of Regional Airspace Coordinators (RACs) was accomplished including the issuance of their rolls and responsibilities. The responsibilities of the NAVREPs in support of the RACs were delineated, Regional Airspace Plans were developed and published and the initial version of the DoN Airspace Plan was developed, approved and published.

The decisions resulting from the Base Relocation and Closure (BRAC) panel, in 1993, necessitated an update to the Blue Air study conducted in 1987. In addition to assessing the available airspace to support the force as restructured by BRAC decisions, the 1993 study assessed the results taken in response to the findings of the 1987 study. BRAC actions that have lead to the closure of NAS Cecil Field, Chase Field, Alameda, Moffett, Glenview, South Weymouth, Memphis, Dallas,

Barbers Point, MCAS El Toro and Tustin, complemented by the change in ownership of NAS Miramar from the Navy to the Marine Corps and the standing up of Joint Reserve Training Bases at Ft. Worth and Willow Grove demanded a reevaluation of the support infrastructure developed as a result of Blue Air 93.

This reevaluation concluded that the support infrastructure could be streamlined by eliminating some aspects of the over site chain of command and reducing the number of RACs from 15 to 13. This reduction recognized the self-contained focus of the airspace management infrastructure at China Lake (within the R-2508 complex) and the subordinate position in the chain of command of FACSAC Pearl Harbor to FACSAC San Diego. Additionally, a decision was made to update the governing directive for Airspace matters within the DoN, OPNAVINST 3770.2J, and include the Airspace Plan as an Appendix to that regulatory publication.

1.4 POLICY AND GUIDANCE

The DoN Blue Air Airspace Plan is a compendium of envisioned and/or planned SUA actions within the continental United States and contiguous offshore waters, territories and possessions. Existing elements under the cognizance of the Director, Air Warfare, shall provide management structure (see figure 1 on page 2-6) to organize and initiate action to fulfill naval airspace objectives. Appendices B and F contain a listing of commands and activities responsible for various airspace management issues. Command Airspace Liaison Officers and Regional Airspace Coordinators shall play a key role in identifying and acting on airspace objectives and providing regional airspace plans to CNO (N885F) through their respective NAVREP's.

DoN shall be guided by the following:

- DoN activities must continue to recognize the dependence of naval readiness upon a finite resource represented by airspace and its essential connectivity to training by DoN air, surface and subsurface units.
- The series of Blue Air Studies provides reference for overall DoN airspace plan action to delineate objectives and initiate Program Objective Memorandum (POM) inputs to meet airspace management goals. The Blue Air will support such initiatives by airspace managers. If staffing limitations continue to discourage the consolidation of Airspace Management and Training/Range oversight on the OPNAV staff, identification of deficiencies not associated with the provision of Air Traffic Control services, should be brought to the attention of the Training/Range resource sponsor, N889F or K as appropriate.
- Regional Airspace Plans are the foundation of the overall planning and consolidation process cooperation between RACs in structuring the DoN Blue Air Airspace Plan and participation by all users is paramount to success.
- Weapons systems development must include consideration for adequate operating space. RACs must be involved at the earliest possible milestone to ensure adequate airspace expansion/modification and coordination. The appropriate DoN Representative to the FAA (NAVREP) office must be included as soon as possible to provide guidance and coordination with the involved FAA Regional Office(s), to ensure problem identification and resolution.
- RACs must remain cognizant of external events that impact or have the potential to impact SUA. Examples include the modernization of the National Air Traffic Control System, the National Airspace Review project, and the concept of Free Flight. Additionally, RACs must monitor legislative initiatives and Executive Orders having the potential to impact current or planned SUA initiatives.

- Formal training for airspace managers and Regional Airspace Coordinators shall be supported to the maximum extent practicable.
- RACs must remain cognizant of environmental, economic and encroachment impacts associated with airspace usage. The competition for limited airspace resources continues to increase. This increase in demand has placed airspace under close scrutiny by federal, state and local officials, industry and citizens concerned with economic expansion and flight safety. Airspace managers at all echelons of the chain of command must be sensitive and responsive to the concerns of legitimate outside interest in DoN airspace usage and accountability.
- Real time joint-use of SUA continues to be the end state objective of DoN. This is the only reasonable policy we can adopt if our mission in support of training and weapons system development is to be achieved. When SUA is not being used by the designated using agency, every reasonable attempt shall be made to provide that airspace to other authorized users including civilian aviation interest. DoN activities must ensure a mutual use doctrine that provides for timely return of airspace to the FAA is in place and in use. Activities requiring exclusive-use airspace must be identified and must provide acceptable justification for exclusive use, a concept in violation of accepted Naval policy. The NAVREP offices are available to assist in coordination with other military services, any applicable Defense Plant Representative Office (DEFPRO) and the FAA.
- DoN is a partner with the other services in the development and fielding of the joint service Military Airspace Management System (MAMS). This initiative is designed to increase the use of existing airspace resources by all services and document that use. It is imperative that this tool be adopted as the scheduling standard for the DoN as well as the other service branches. Other scheduling systems may be used at the discretion of the sponsoring service but the information necessary to document the use of SUA must be provided to the FAA via the MAMS interface.
- Until airspace managers are capable of maintaining constant communications within and surveillance of, all SUA under their cognizance, inefficiencies in support of flight safety will continue to exist. Every effort must be made to decrease these inefficiencies by maximizing the use of the infrastructure interested in SUA related issues. A partial listing includes N885F, N889F and N889G. Program management offices include PMA 205, PMA 213 and PMA 248.
- NAVREPs to FAA Headquarters and Regional offices shall continue to serve as principle liaison with the FAA, and will keep RACs informed of proposed actions, plus act as advocates and operational experts on plans and proposals within their areas of jurisdiction. They are positioned to observe national and regional trends and share experiences of the other services. CNO (N885F) will keep NAVREPs, Type Commander Representatives, and RACs apprised of legislative actions, right sizing initiatives and base loading decisions that could affect airspace management initiatives. The RACs will keep the Command Airspace Liaison Officers apprised of events with the potential to impact airspace initiatives on a local level.
- Coordination at all phases of airspace management is the key to plan effectiveness and shall be effected to the maximum extent practicable throughout the planning process. (I.e., between RACs who share common jurisdictional boundaries as well as other services, and federal, state, and local governments, etc.). The DoN Blue Air Airspace Plan, as mandated by DoD Directive 5013.19 of 15 June 1997, will ultimately be consolidated with the airspace plans of the other services.

- Major environmental and encroachment concerns confront DoN airspace managers at every level. Airspace managers, and their legal and public affairs offices, must remain cognizant of and sensitive to, the impacts and challenges to naval readiness and training presented by public, private and governmental agency concerns. The NAVREPs are available to local commands for advice and assistance in environmental initiatives.
- Airspace proposals must be developed by the sponsoring commands in compliance with the National Environmental Policy Act (NEPA) (42USC43221 et.seq.). OPNAVINST 5090.1B (Environmental and Natural Resources Program Manual) provides policy and guidance to ensure that Navy actions such as airspace proposals are accomplished under NEPA. While this plan provides a compilation of identified objectives, it does not, in any way, relieve the appropriate levels of command of their responsibility to prepare the necessary environmental documentation required for submission with any specific airspace proposal. Action officers are encouraged to coordinate with CNO (N44E) (Assistant for Planning and Real Estate), as early as practicable in the planning stage of airspace proposals.
- Commands with airspace responsibilities must ensure that a qualified officer is appointed to address airspace issues and maintain direct liaison with the appropriate RAC/NAVREP to ensure coordination of local airspace activities within the DoN Airspace Plan process.